

Transco Winter Operations Meetings

2013



Forward-Looking Statements

The reports, filings, and other public announcements of The Williams Companies, Inc. and Williams Partners L.P. (WPZ) may contain or incorporate by reference statements that do not directly or exclusively relate to historical facts. Such statements are "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. We make these forward looking statements in reliance on the safe harbor protections provided under the Private Securities Litigation Reform Act of 1995. You typically can identify forward-looking statements by various forms of words such as "anticipates," "believes," "seeks," "could," "may," "should," "continues," "estimates," "expects," "assumes," "forecasts," "intends," "might," "goals," "objectives," "targets," "planned," "potential," "projects," "scheduled," "will," "guidance," "outlook," "in service date" or other similar expressions. These forward-looking statements are based on management's beliefs and assumptions and on information currently available to management and include, among others, statements regarding:

- > Amounts and nature of future capital expenditures;
- > Expansion and growth of our business and operations;
- > Financial condition and liquidity;
- > Business strategy;
- > Cash flow from operations or results of operations;
- > The levels of dividends to Williams stockholders and of cash distributions to WPZ unitholders;
- > Seasonality of certain business components; and
- > Natural gas, natural gas liquids, and crude oil prices and demand.

Forward-looking statements are based on numerous assumptions, uncertainties and risks that could cause future events or results to be materially different from those stated or implied in this presentation. Many of the factors that will determine these results are beyond our ability to control or predict. Specific factors that could cause actual results to differ from results contemplated by the forward-looking statements include, among others, the following:

- > Whether Williams has sufficient cash to enable it to pay current and expected levels of dividends;
- > Whether WPZ has sufficient cash from operations to enable it to pay current and expected levels of cash distributions following establishment of cash reserves payment of fees and expenses, including payments to WPZ's general partner;
- > Availability of supplies, market demand, volatility of prices, and the availability and cost of capital;
- > Inflation, interest rates, -- and in the case of Williams fluctuation in foreign exchange and general economic conditions (including future disruptions and volatility in the global credit markets and the impact of these events on our customers and suppliers);
- > The strength and financial resources of our competitors;

Forward-Looking Statements continued

- > Ability to acquire new businesses and assets and integrate those operations and assets into our existing businesses, as well as expand our facilities;
- > Development of alternative energy sources;
- > The impact of operational and development hazards;
- > Costs of, changes in, or the results of laws, government regulations (including safety and climate change regulation and changes in natural gas production from exploration and production areas that we serve), environmental liabilities, litigation, and rate proceedings;
- > Williams' costs and funding obligations for defined benefit pension plans and other postretirement benefit plans sponsored by its affiliates;
- > WPZ's allocated costs for defined benefit pension plans and other post retirement benefit plans sponsored by its affiliates;
- > Changes in maintenance and construction costs;
- > Changes in the current geopolitical situation;
- > Our exposure to the credit risk of our customers and counterparties;
- > Risks related to strategy and financing, including restrictions stemming from our debt agreements, future changes in our credit ratings and the availability and cost of credit;
- > Risks associated with future weather conditions;
- > Acts of terrorism, including cybersecurity threats and related disruptions; and
- > Additional risks described in our filings with the Securities and Exchange Commission ("SEC").

Given the uncertainties and risk factors that could cause our actual results to differ materially from those contained in any forward-looking statement, we caution investors not to unduly rely on our forward-looking statements. We disclaim any obligations to and do not intend to update the above list or to announce publicly the result of any revisions to any of the forward-looking statements to reflect future events or developments.

In addition to causing our actual results to differ, the factors listed above may cause our intentions to change from those statements of intention set forth in this announcement. Such changes in our intentions may also cause our results to differ. We may change our intentions, at any time and without notice, based upon changes in such factors, our assumptions, or otherwise.

With respect to WPZ, limited partner interests are inherently different from the capital stock of a corporation, although many of the business risks to which we are subject are similar to those that would be faced by a corporation engaged in a similar business.

Investors are urged to closely consider the disclosures and risk factors in Williams' annual report on Form 10-K filed with the SEC on Feb. 28, 2012, WPZ's annual report on Form 10-K filed with the SEC on Feb. 28, 2012 and each of our quarterly reports on Form 10-Q available from our offices or from our websites at www.williams.com and www.williamsip.com

Agenda

Pipeline Control

Customer Service

Transportation Services

Break

Transportation Services Cont.....

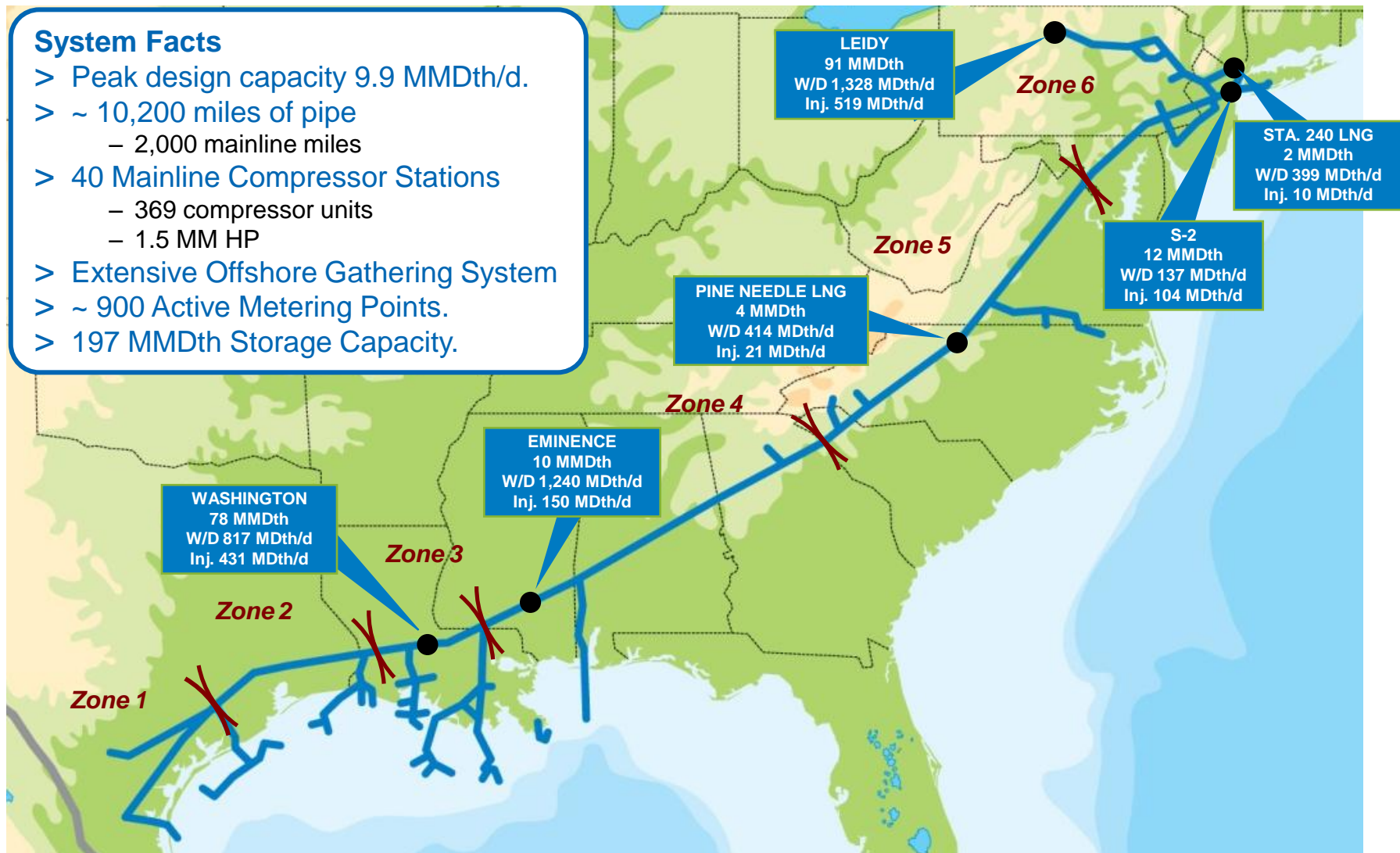
System Planning

Business Development

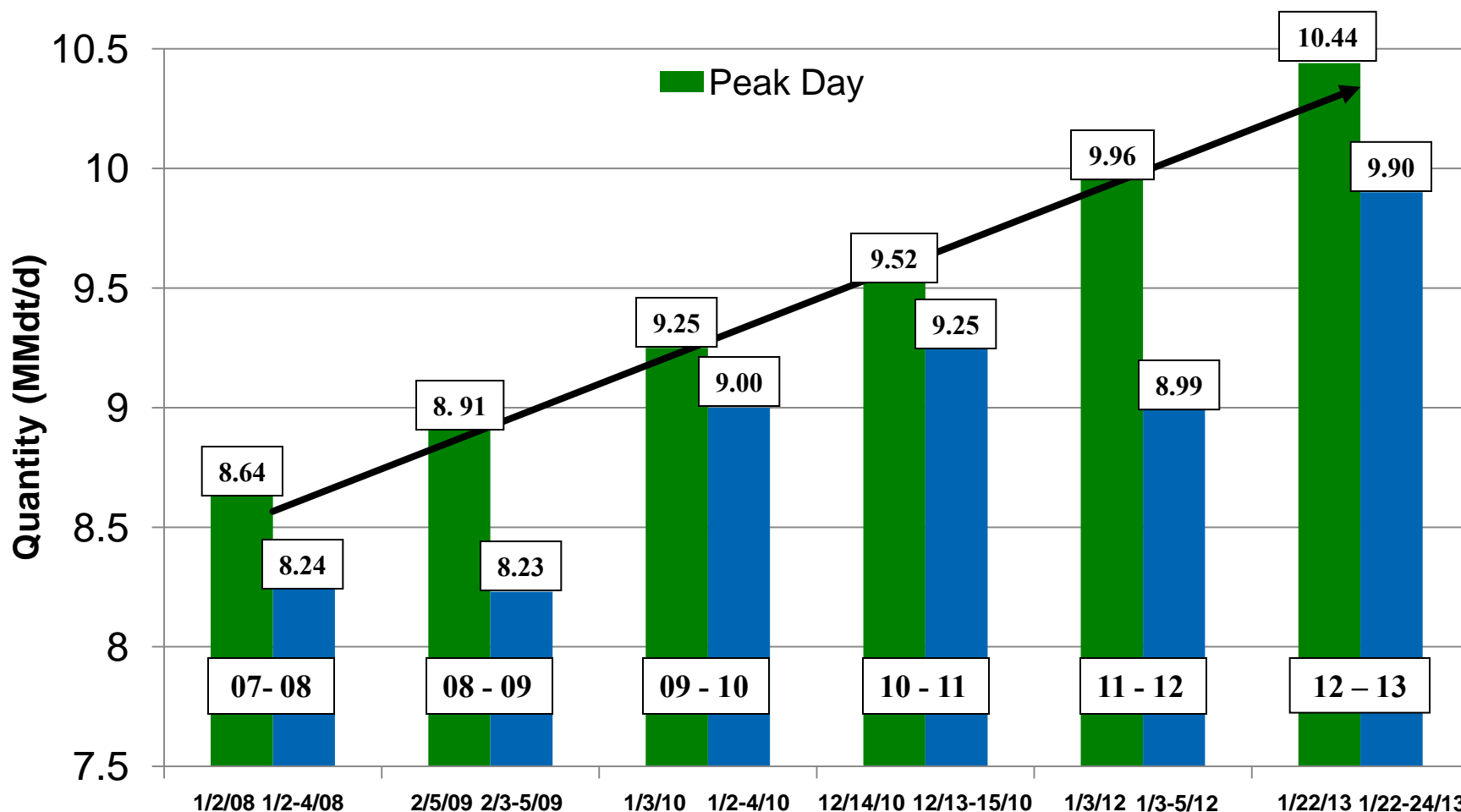
Transco System Overview

System Facts

- > Peak design capacity 9.9 MMDth/d.
- > ~ 10,200 miles of pipe
 - 2,000 mainline miles
- > 40 Mainline Compressor Stations
 - 369 compressor units
 - 1.5 MM HP
- > Extensive Offshore Gathering System
- > ~ 900 Active Metering Points.
- > 197 MMDth Storage Capacity.

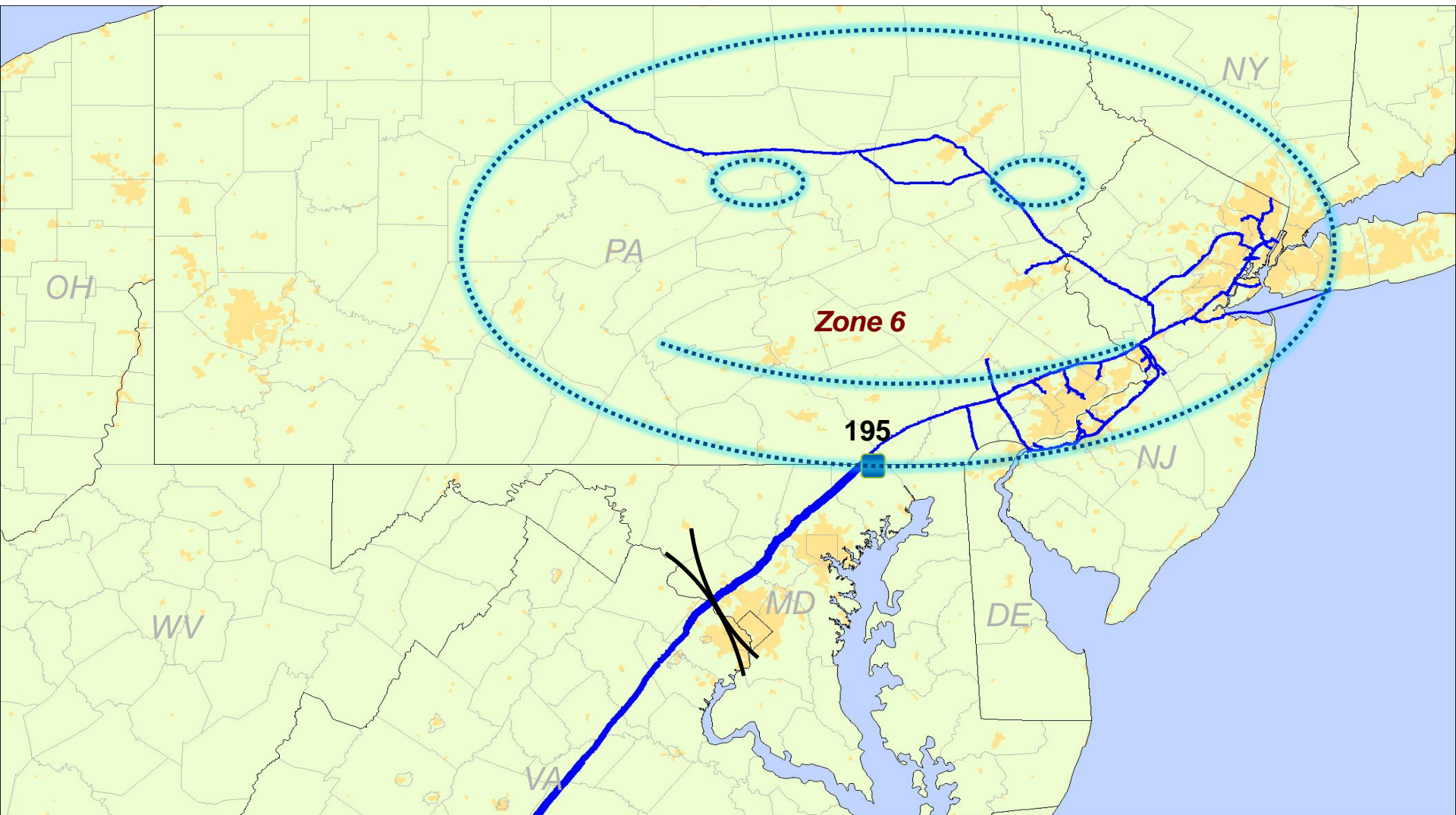


Transco Peak Day Utilization*



*Market area utilization, which includes Zones 4 through 6.

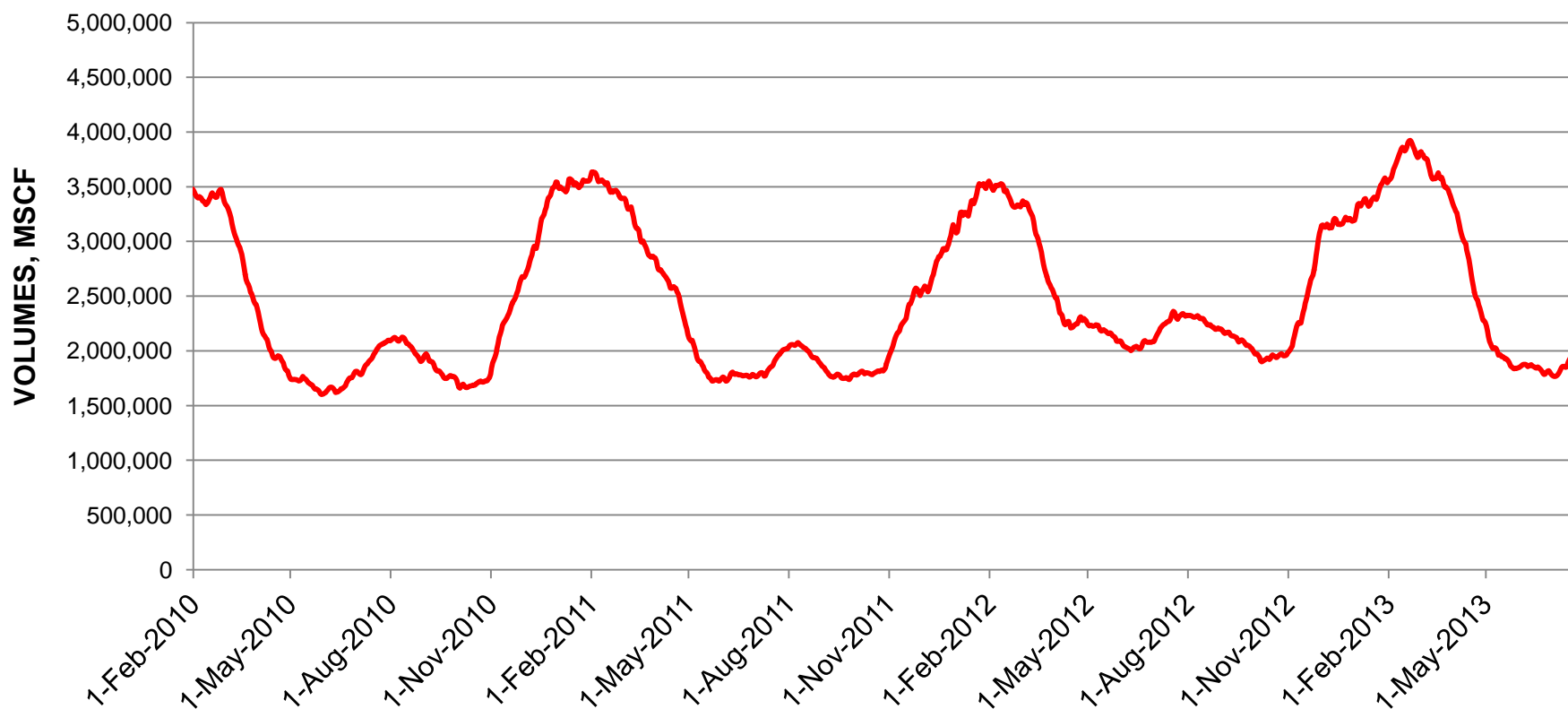
Zone 6 Operational Challenges



Northern Market Area Demand

Rolling 30-Day Average

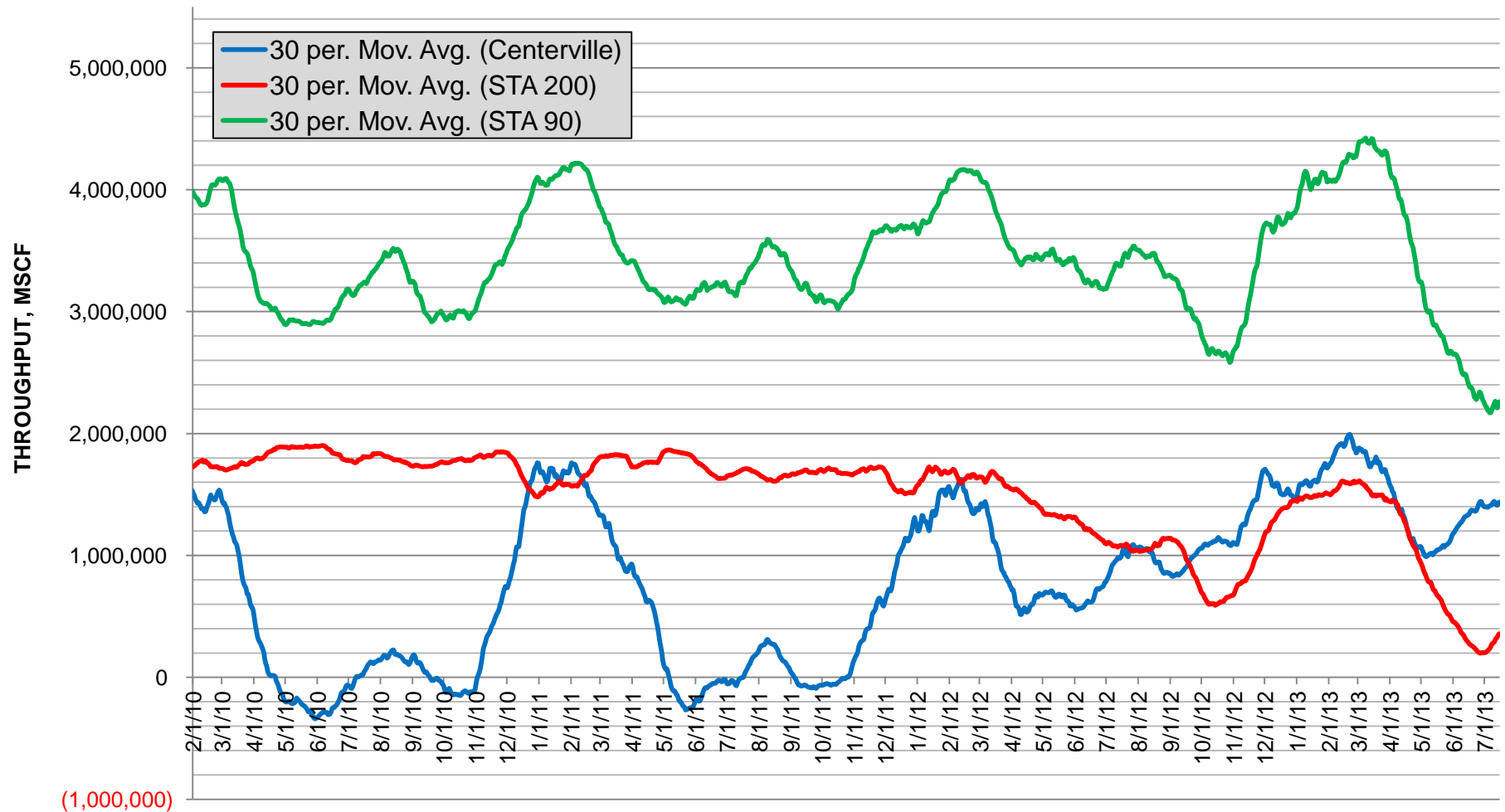
Market Loads



System Throughputs

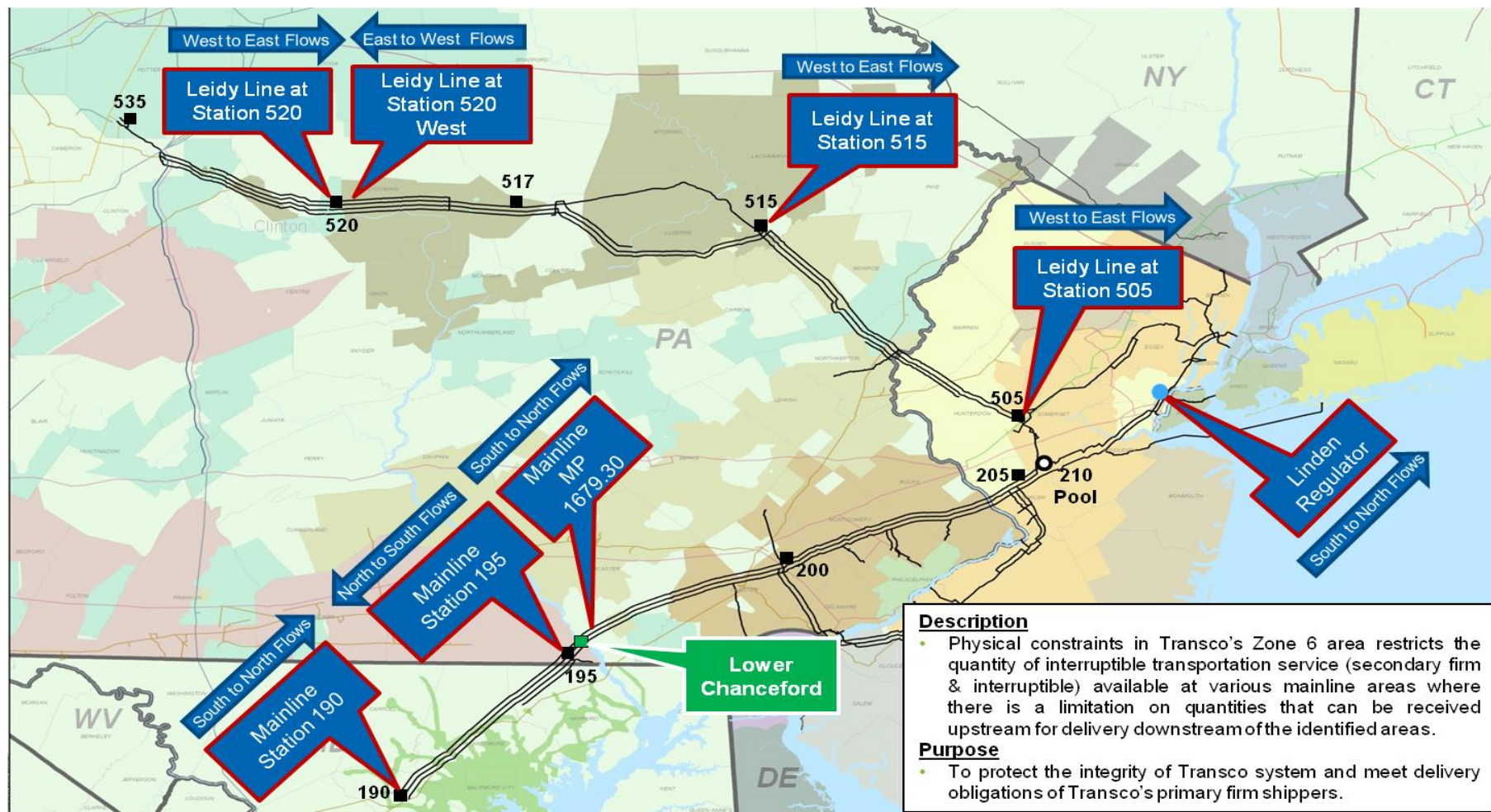
Rolling 30-Day Average

STA 90, STA 200 AND CENTERVILLE THROUGHPUT

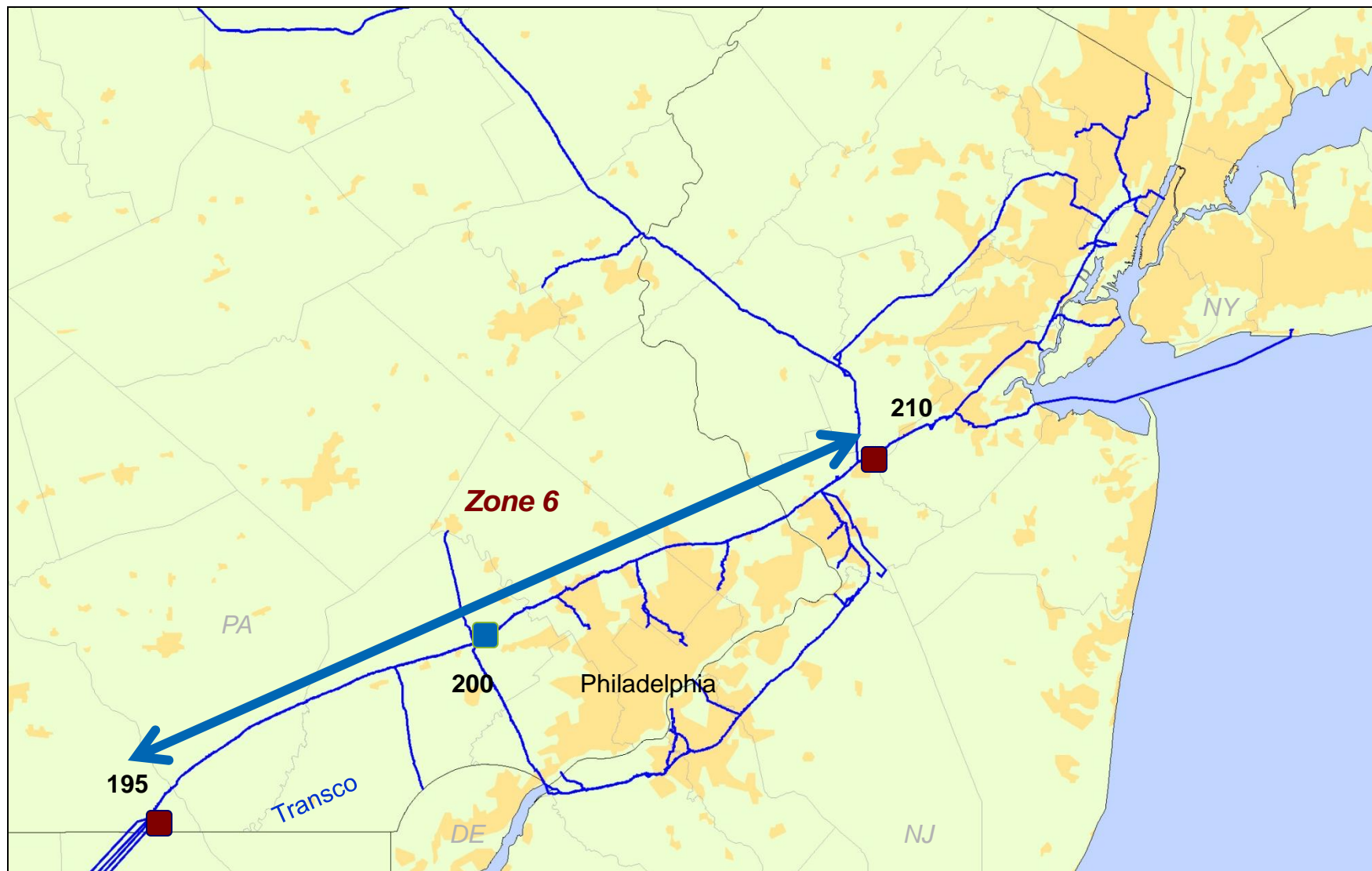


(1,000,000)

Zone 6 Constrained Areas



Segment of Unknown Flow Direction (SUD)

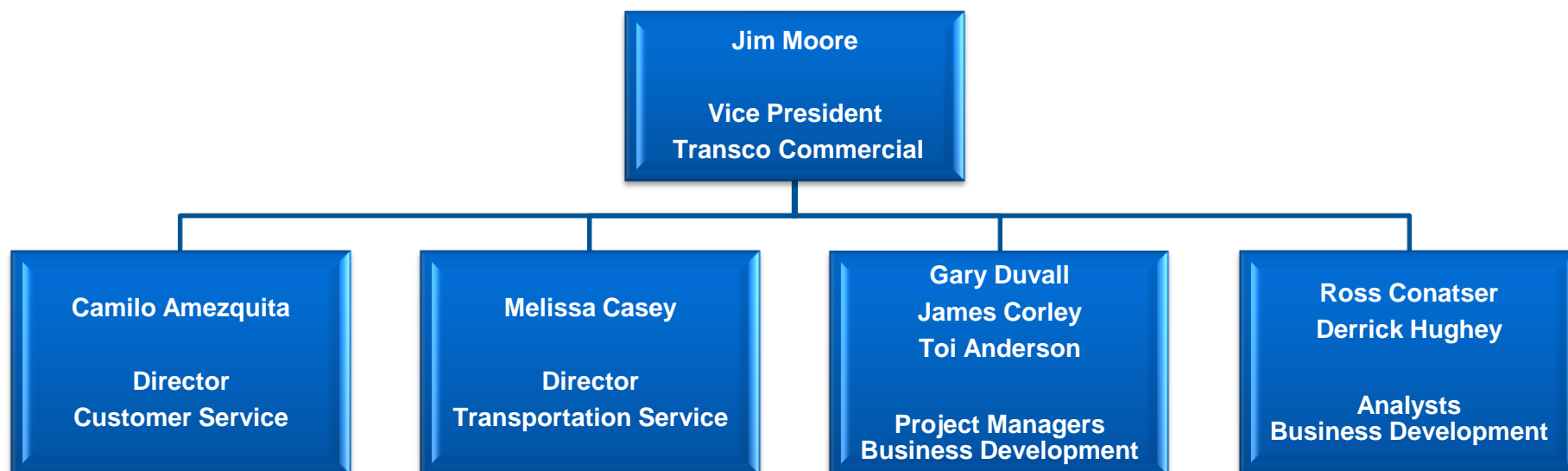


Receipt Location Capacity Constraints

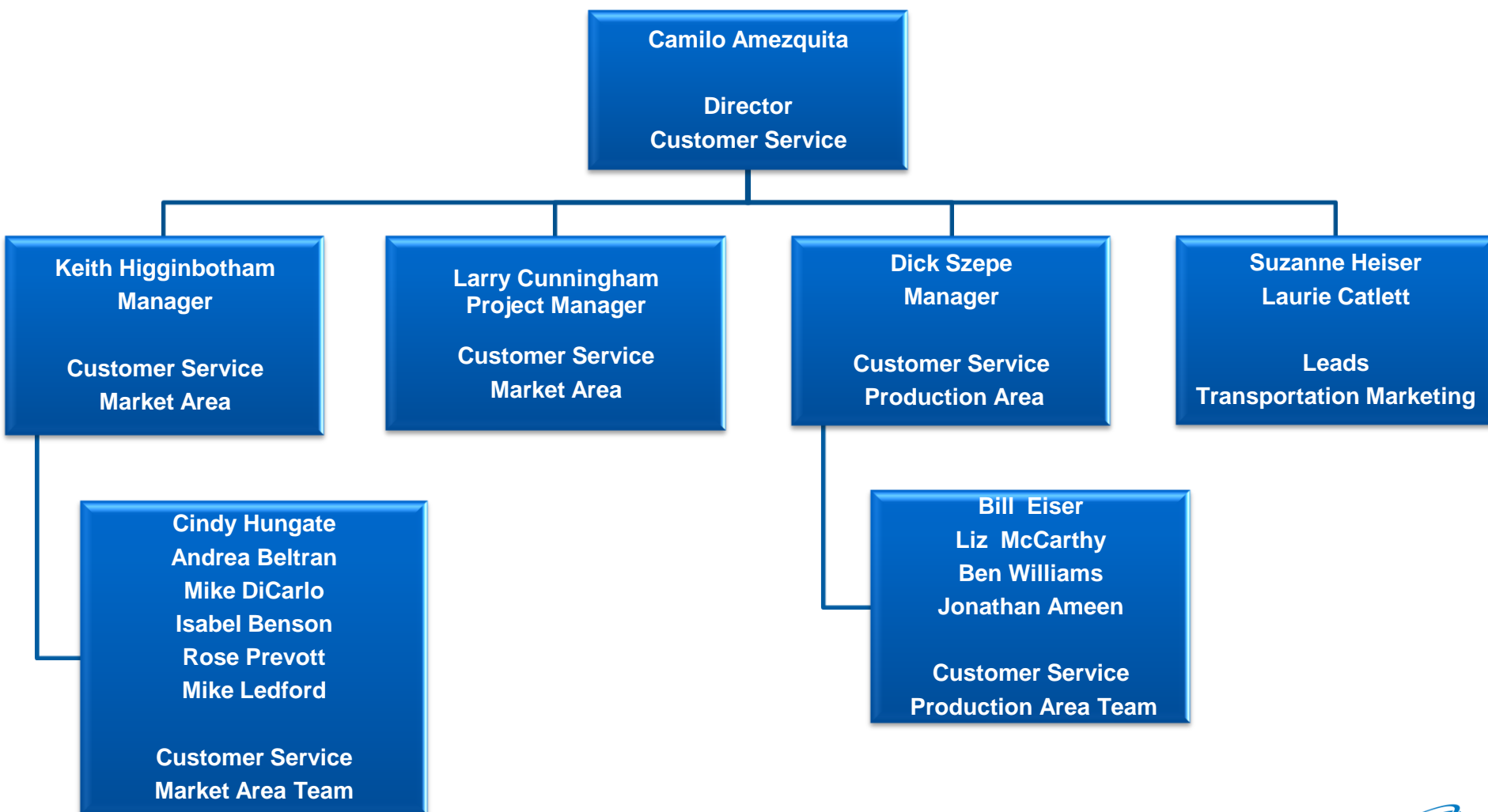


Customer Service Update

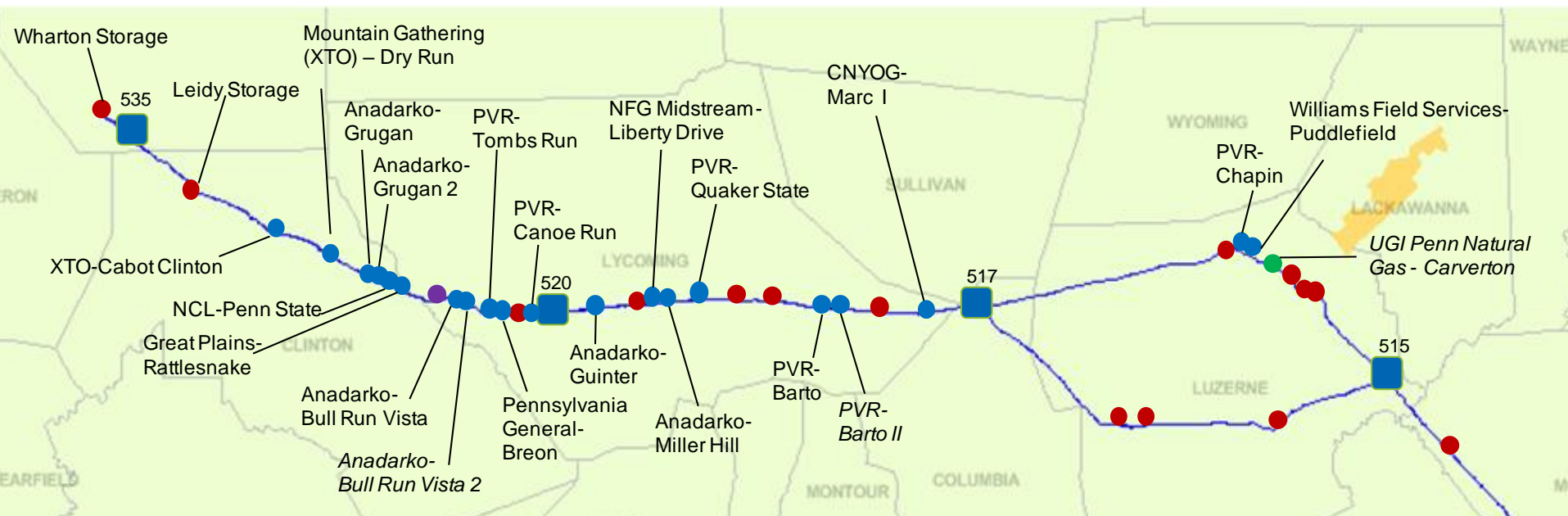
Commercial Operations Organization



Commercial Operations - Customer Service



Active and Proposed Leidy Line Interconnects

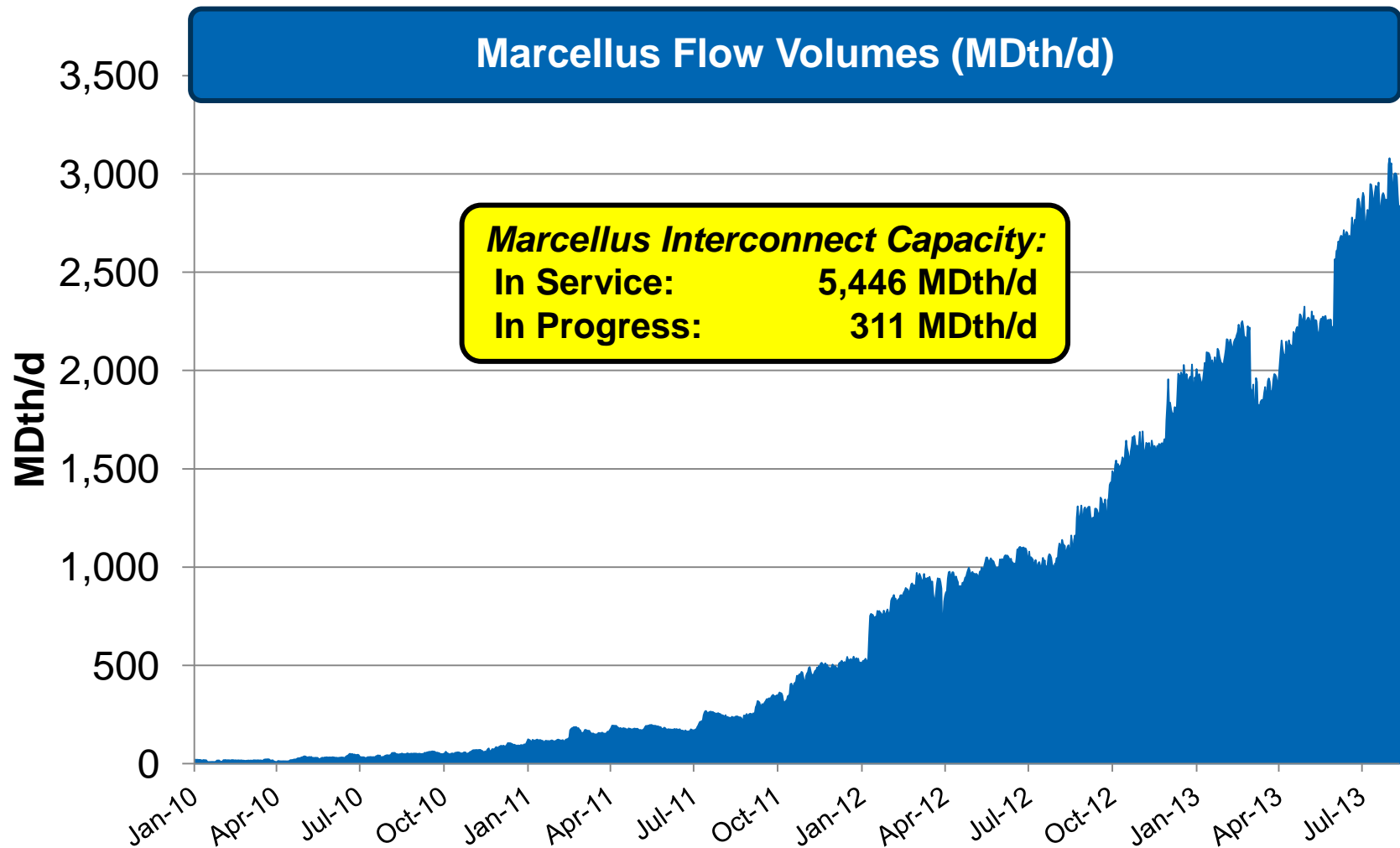


Marcellus Interconnects

- Existing Meter Stations
- In Service
- I/C Agmt. In Place
- In Negotiations
- Preliminary

In Service	IC Meter Design (dt/d)	ISD	In Service (cont.)	IC Meter Design (dt/d)	ISD
NCL - Penn State	10,661 existing		Anadarko - Miller Hill	637,560	10/25/2012
XTO - Cabot Clinton	10,350 existing		CNYOG - Marc I (Pipeline Interconnect)	571,320	11/29/2012
PVR NEPA Gas Gathering - Canoe Run	155,250	11/25/2008	Mountain Gathering (XTO) - Dry Run	124,200	12/6/2012
PVR NEPA Gas Gathering - Barto	155,250	3/15/2009	PVR Marcellus Gas Gathering - Quaker State	38,709	1/3/2013
Anadarko - Grugan	119,025	10/28/2010	Anadarko - Bull Run Vista 2	119,025	1/30/2013
PVR Marcellus Gas Gathering - Tombs Run	258,750	2/15/2011	PVR NEPA Gas Gathering - Barto II	258,750	05/16/2013
Pennsylvania General - Breon	238,050	7/5/2011		5,445,550	
Anadarko - Bull Run Vista	72,450	7/6/2011			
Anadarko - Grugan 2	243,225	10/13/2011	In Progress		
Williams Field Services - Puddlefield	724,500	1/9/2012	UGI Penn Natural Gas - Carverton	310,500	11/2013
Great Plains Operating - Rattlesnake	12,420	4/17/2012		310,500	
Anadarko - Guinter	637,560	4/26/2012			
NFG Midstream Trout Run - Liberty Drive	282,245	5/30/2012			
PVR NEPA Gas Gathering - Chapin	776,250	9/28/2012	Total Interconnect Meter Design	5,756,050	

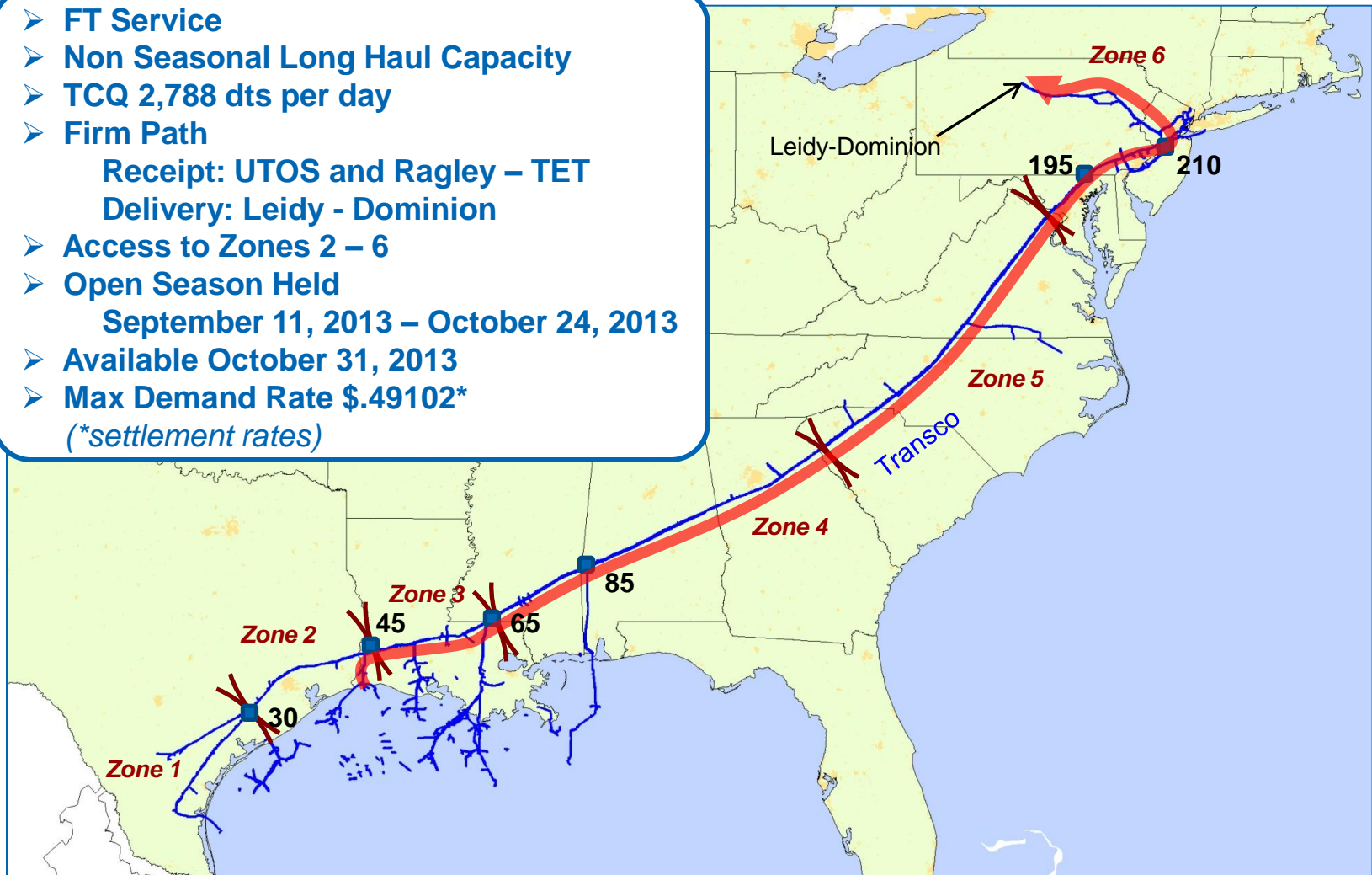
Leidy Line Volumes Ramping Up



Unsubscribed Capacity

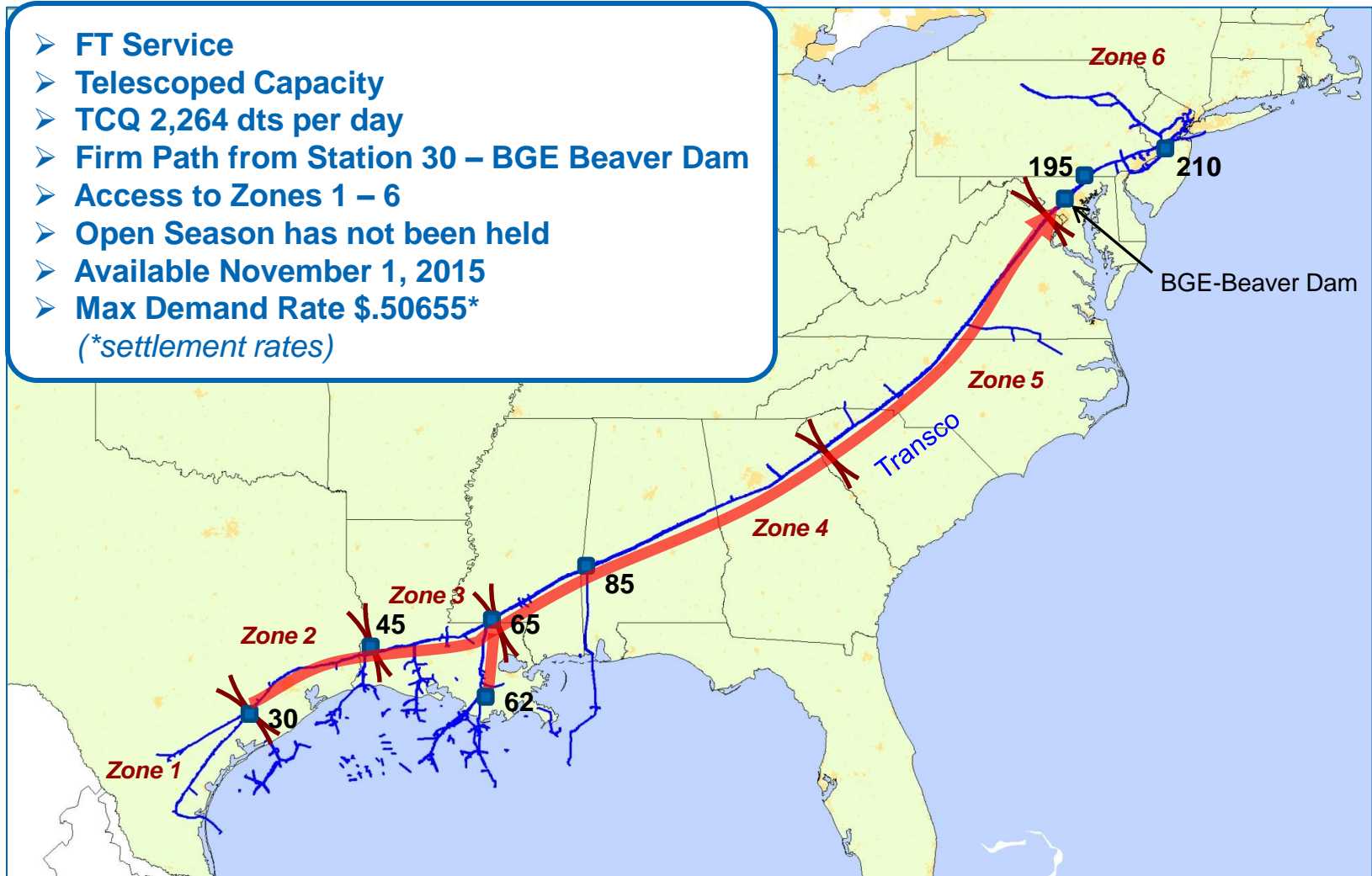
UTOS to Leidy

- FT Service
- Non Seasonal Long Haul Capacity
- TCQ 2,788 dts per day
- Firm Path
 - Receipt: UTOS and Ragley – TET
 - Delivery: Leidy - Dominion
- Access to Zones 2 – 6
- Open Season Held
 - September 11, 2013 – October 24, 2013
- Available October 31, 2013
- Max Demand Rate \$.49102*
 - (*settlement rates)



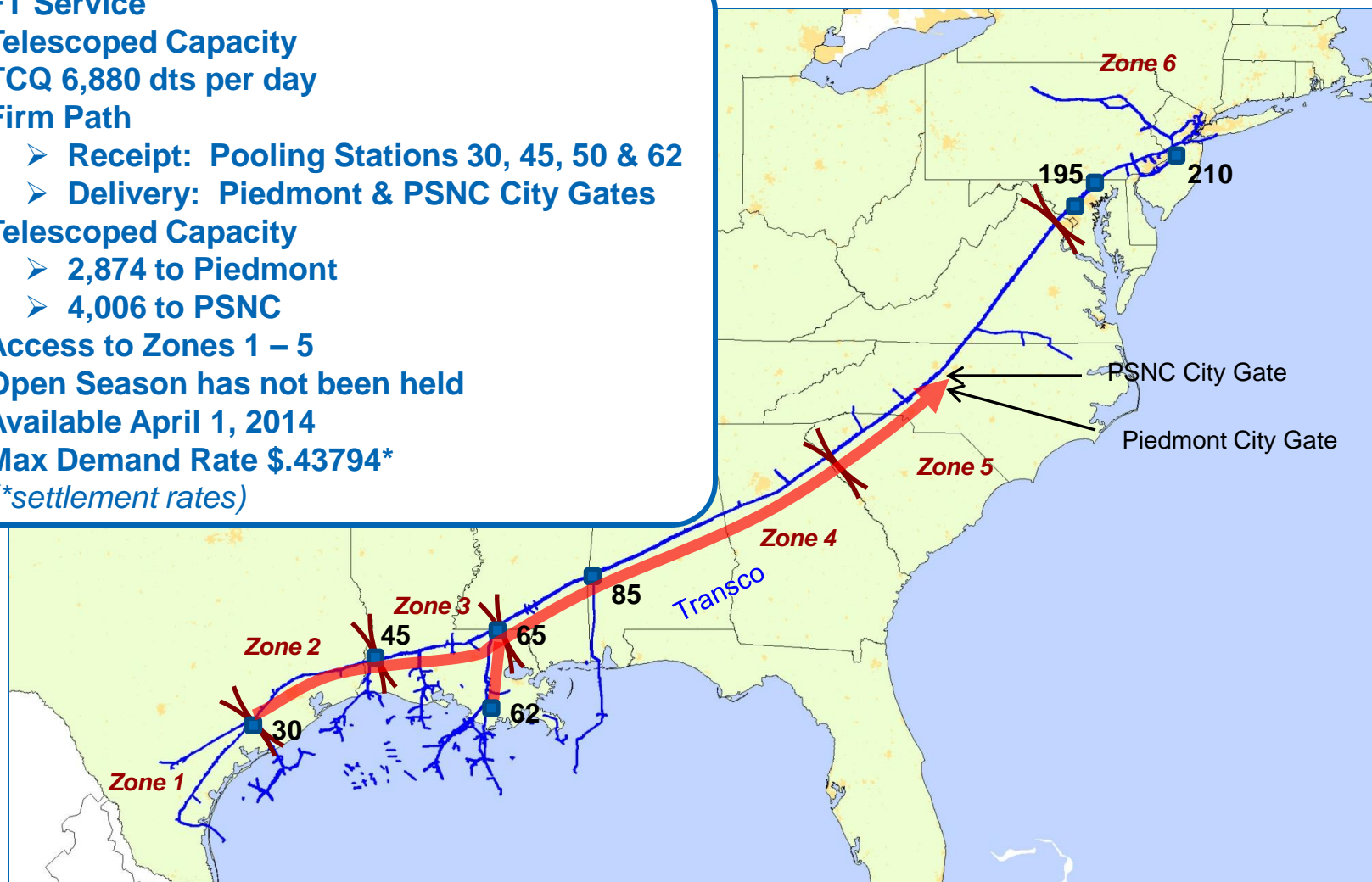
Station 30 – BGE Beaver Dam

- FT Service
 - Telescoped Capacity
 - TCQ 2,264 dts per day
 - Firm Path from Station 30 – BGE Beaver Dam
 - Access to Zones 1 – 6
 - Open Season has not been held
 - Available November 1, 2015
 - Max Demand Rate \$.50655*
- (*settlement rates)



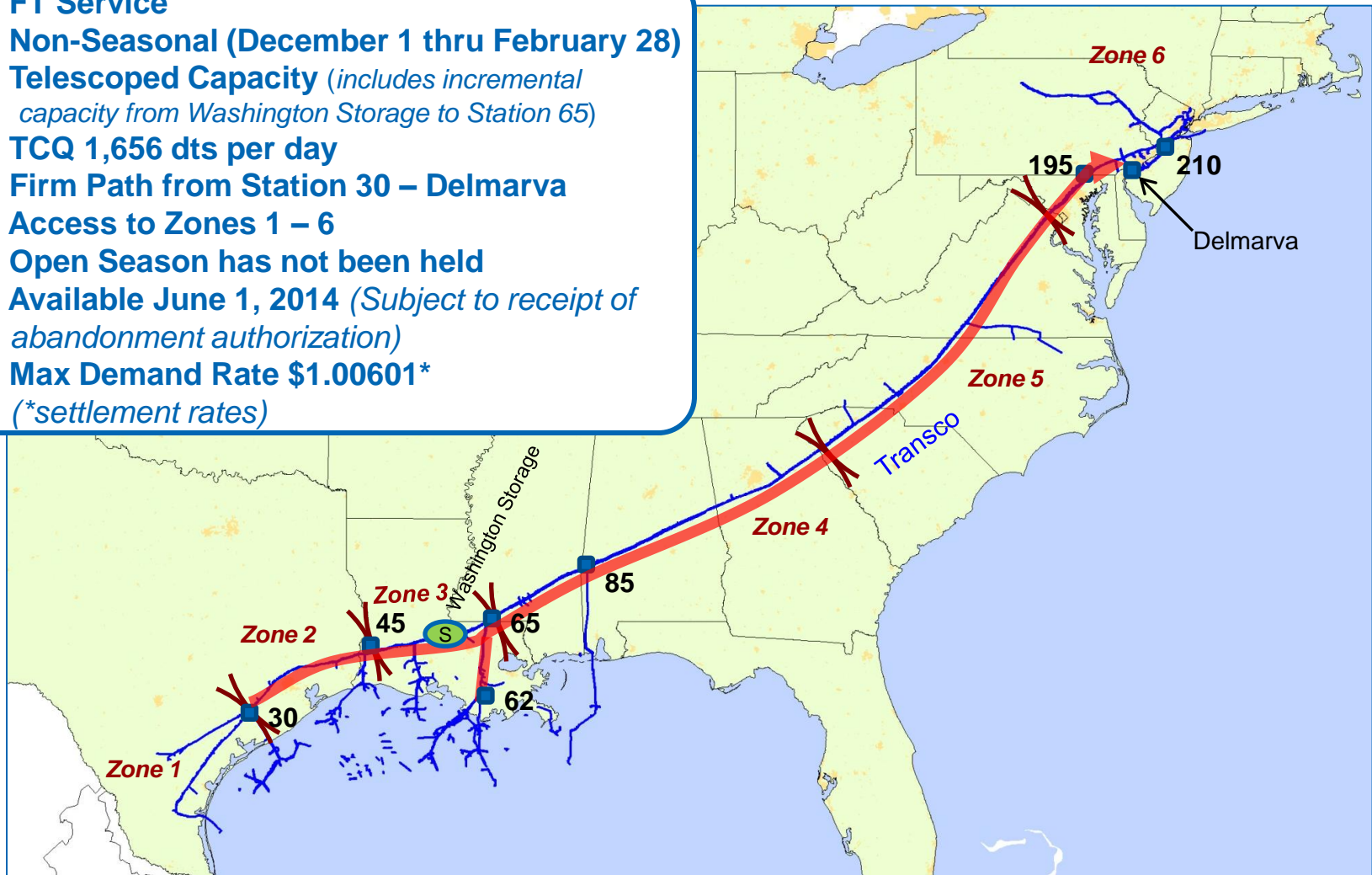
Station 30 – Piedmont & PSNC

- FT Service
- Telescoped Capacity
- TCQ 6,880 dts per day
- Firm Path
 - Receipt: Pooling Stations 30, 45, 50 & 62
 - Delivery: Piedmont & PSNC City Gates
- Telescoped Capacity
 - 2,874 to Piedmont
 - 4,006 to PSNC
- Access to Zones 1 – 5
- Open Season has not been held
- Available April 1, 2014
- Max Demand Rate \$.43794*
(*settlement rates)



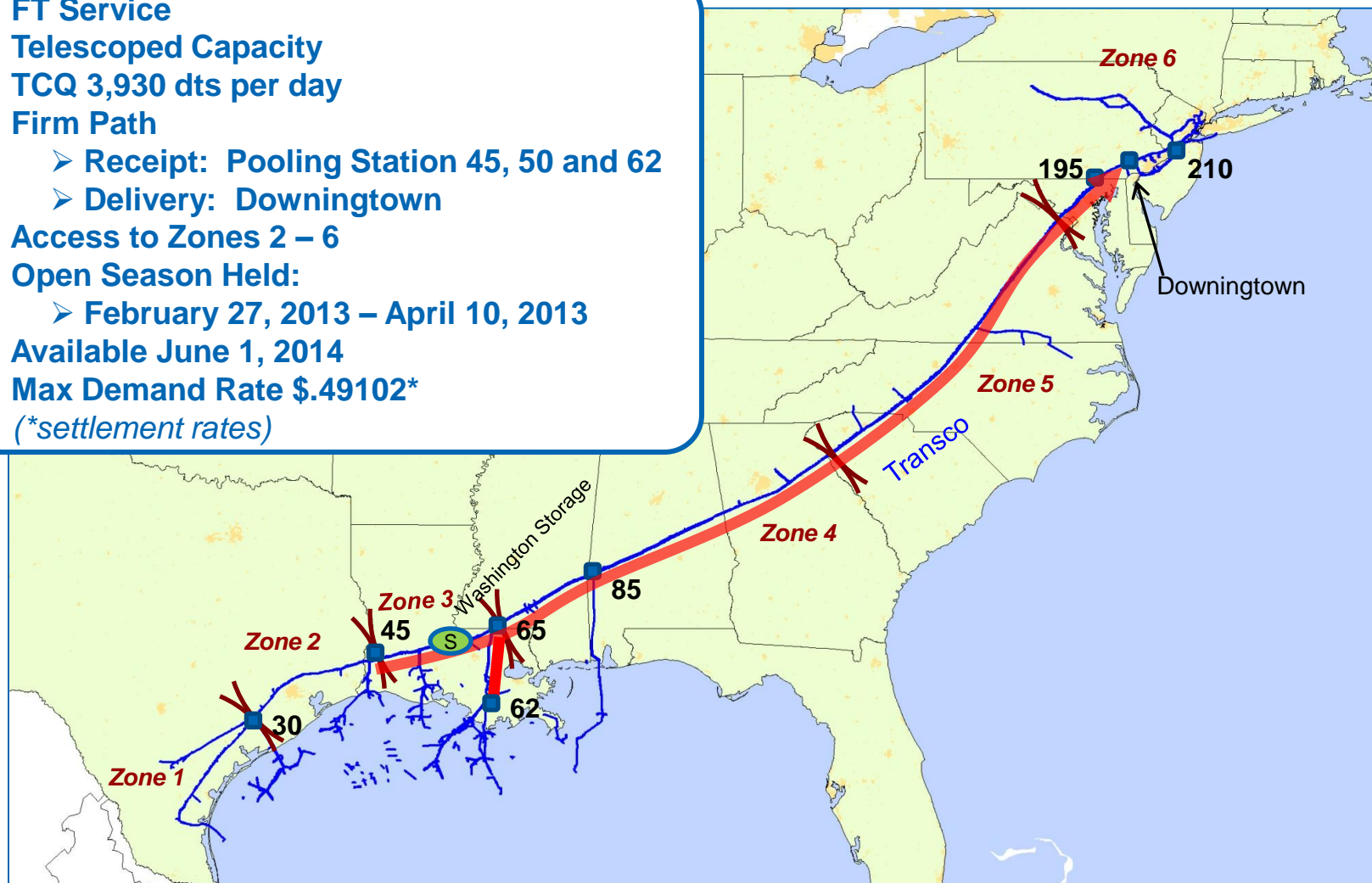
Station 30 – Delmarva

- FT Service
- Non-Seasonal (December 1 thru February 28)
- Telescoped Capacity *(includes incremental capacity from Washington Storage to Station 65)*
- TCQ 1,656 dts per day
- Firm Path from Station 30 – Delmarva
- Access to Zones 1 – 6
- Open Season has not been held
- Available June 1, 2014 *(Subject to receipt of abandonment authorization)*
- Max Demand Rate \$1.00601*
*(*settlement rates)*



Station 45 – Downingtown

- FT Service
- Telescoped Capacity
- TCQ 3,930 dts per day
- Firm Path
 - Receipt: Pooling Station 45, 50 and 62
 - Delivery: Downingtown
- Access to Zones 2 – 6
- Open Season Held:
 - February 27, 2013 – April 10, 2013
- Available June 1, 2014
- Max Demand Rate \$.49102*
(*settlement rates)



Station 165 - Emporia

- FT Service
- Non-Seasonal
- 7,800 TCQ dts per day
- Firm Path from Station 165 – Emporia
- Primary Firm on South Virginia Lateral
- Secondary Rights in Zone 5
- Open Season Held July 2013 – August 2013
- Available December 25 - 31, 2013
- Max Demand Rate \$.17743*

(*settlement rates)



Mobile Bay Lateral Capacity

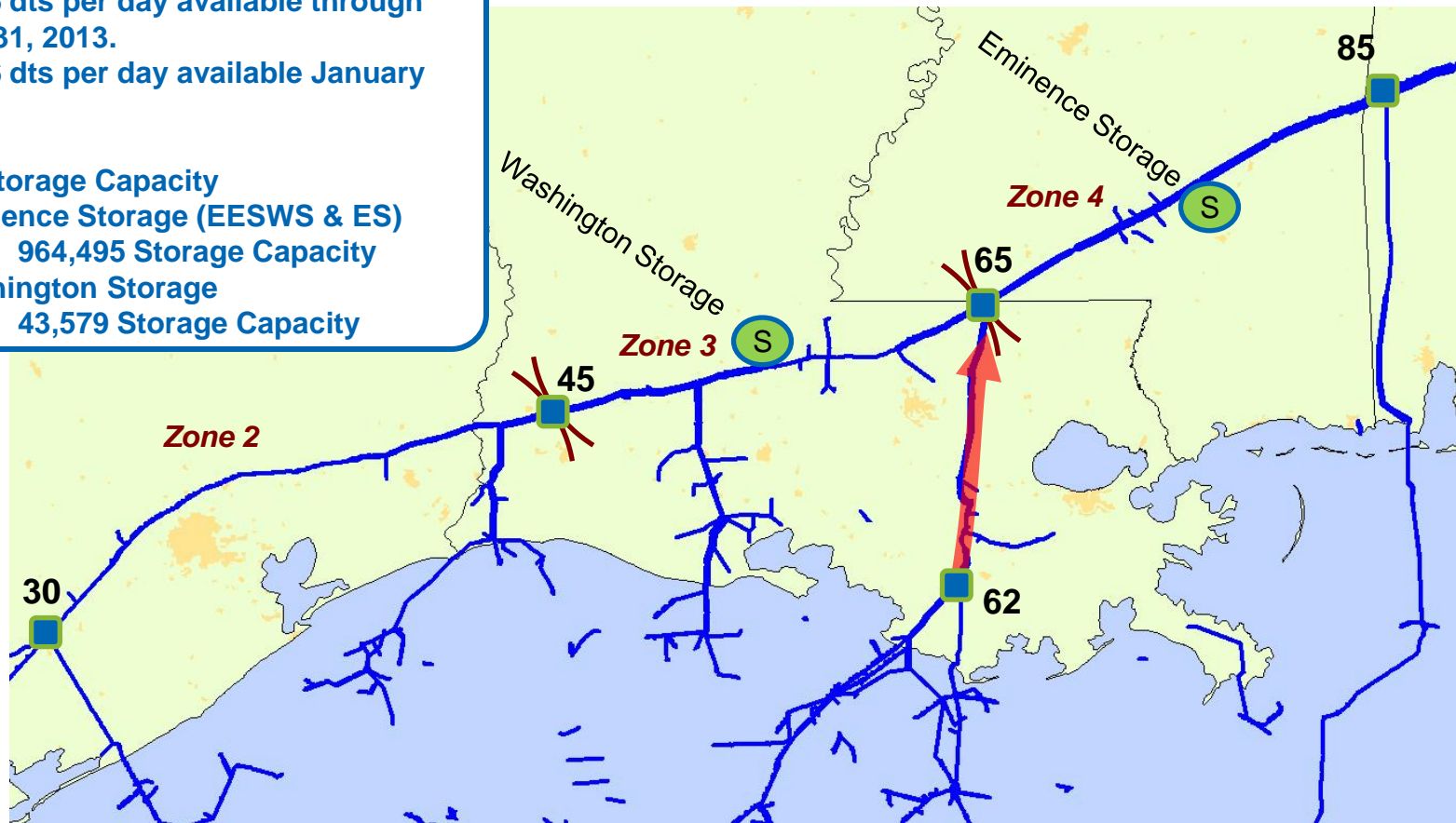
- FT Service
- Non Seasonal Capacity
- TCQ 332,250 dts per day
- Firm Path from Main Pass 261 to Station 85-Zn 4A Pool
- Access to Zone 4A – 4B
- Open Season Held
 - April 12, 2013 – May 24, 2013.
- Currently Available
- Max Demand Rate \$. 12411*
(*settlement rates)



Production Area (Transport and Storage)

Available Capacity

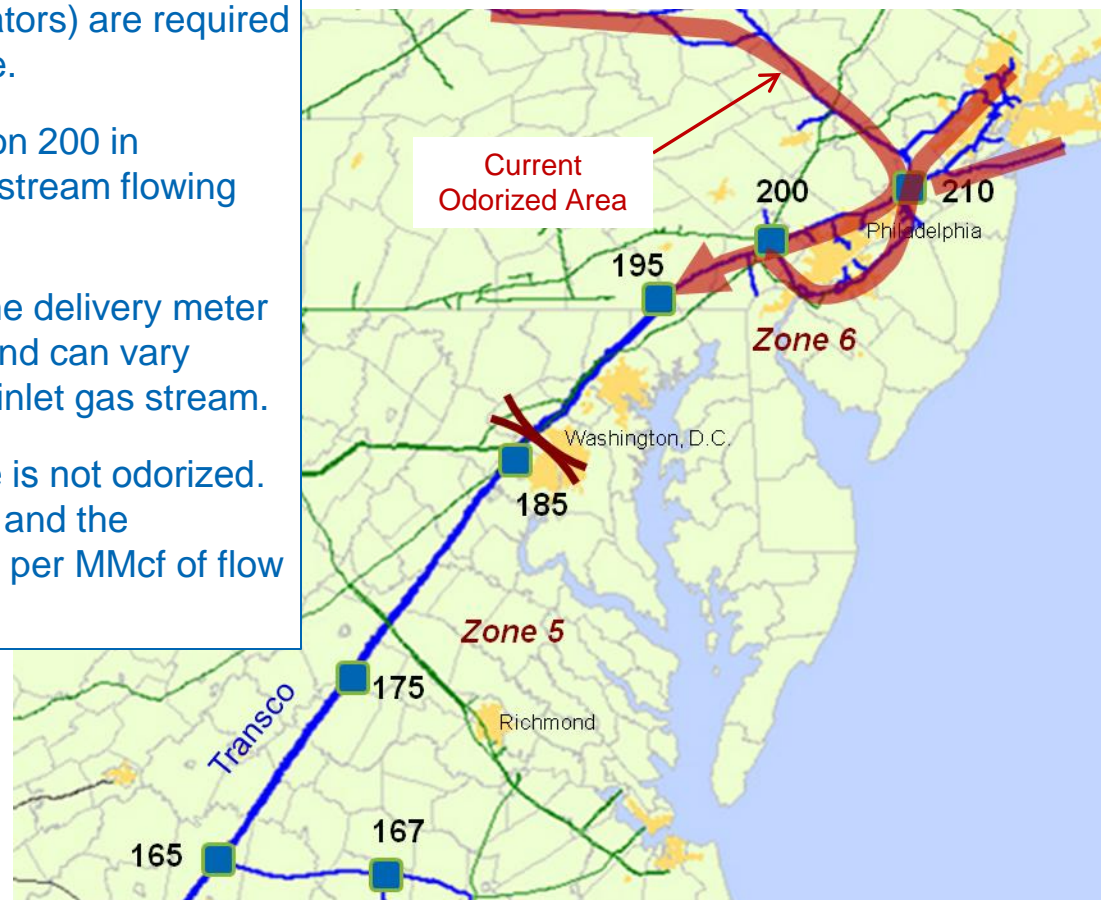
- FT Service Non Seasonal Capacity
- Firm Path from Station 62 to Station 65
- TCQ 82,346 dts per day available through December 31, 2013.
- TCQ 47,346 dts per day available January 1, 2014.
- Available Storage Capacity
 - Eminence Storage (EESWS & ES)
 - 964,495 Storage Capacity
 - Washington Storage
 - 43,579 Storage Capacity



Mainline Odorization

Existing Odorization On Transco's System

- Centralized odorization facilities at Leidy Storage which odorizes the full gas stream flowing from West to East.
- At receipt interconnects on Leidy, the interconnect operators (producers / mid-stream operators) are required to odorize the gas entering the Leidy line.
- Centralized odorization facilities at Station 200 in Pennsylvania which odorize the full gas stream flowing from South to North.
- Between Station 195 and Station 200, the delivery meter station odorization rates are controlled and can vary based on odorant levels detected in the inlet gas stream.
- South of Station 195, Transco's mainline is not odorized. Odorization occurs at the meter stations and the odorization level is set at a constant rate per MMcf of flow through the station.



Expansion Projects Connect Marcellus to Transco Markets – Impact on System

- With the Virginia Southside and Leidy Southeast expansion projects, the mainline from the Station 210 pool in New Jersey to locations in Virginia will become bi-directional.
- Facility modifications will be added at certain compressor stations to make the stations bi-directional and capture any releases of odorized gas that normally occur at compressor stations.
- Future projects will include additional facility modifications to facilitate southbound flow
- The null point indicating the intersection of northbound flow and southbound flow will vary in location depending on the load profile and season



Expansion Projects Connect Marcellus to Transco Markets – Impact on System – Cont.

- Mainline meter station odorization facilities will require modifications and/or additional facilities to monitor and adjust for varying levels of odorant in the inlet gas stream.
- Additional expansion projects originating in Zone 6 with a north to south flow direction will continue to move the null point further south on the mainline.
- Additional compressor and meter station facilities will be modified and/or require additional facilities in the future to accommodate odorized gas in the mainline.

Regulatory Update

Regulatory Update

RP12-993 Transco Rate Case Settlement Summary

- Transco filed a NGA Section 4 general rate case on August 31, 2012. Proposed rate decreases were made effective October 1, 2012, not subject to refund; while proposed rate increases were accepted March 1, 2013, subject to refund.
- An agreement in principle was reached at the June 13, 2013 settlement conference, settling all issues in the proceeding. Transco filed the Stipulation and Agreement (“Agreement”) on August 27, 2013.
- **Effective Date of the Agreement and Refund Obligation** – The Effective Date is the 1st day of the first month at least 30-days after a Commission order that is no longer subject to rehearing. Transco will issue refunds within 60 days from Effective Date.
- Moratorium for filing a new, Section 4 general rate case exists through August 31, 2014; also, Transco is required to file a new, Section 4 general rate case no later than August 31, 2018

Interim Fuel Tracker Filing

- Interim fuel tracker filing made August 30, 2013; effective October 1, 2013. Actual transportation GRO for the twelve months ending July 31, 2013 showed a reduction in GRO of approximately 15% compared to the GRO quantities underlying the calculation of Transco’s currently effective Fuel Retention Percentages.

Transportation Services/1Line Update

Agenda

- Transportation Services / 1Line Organizational Chart
- NSRP
- High Burn Limit Values & Delivery Make-up Transactions
- Proposed Priority of Service Tariff Filing
- Other Proposed Tariff Filings
- Recent Tariff Filing Highlights
- What's New in 1Line
- 1Line User Forum
- What's Coming in 1Line
- Evaluating 1Line Changes for 2014/2015
- Did you know?

Transportation Services/1Line Org Chart

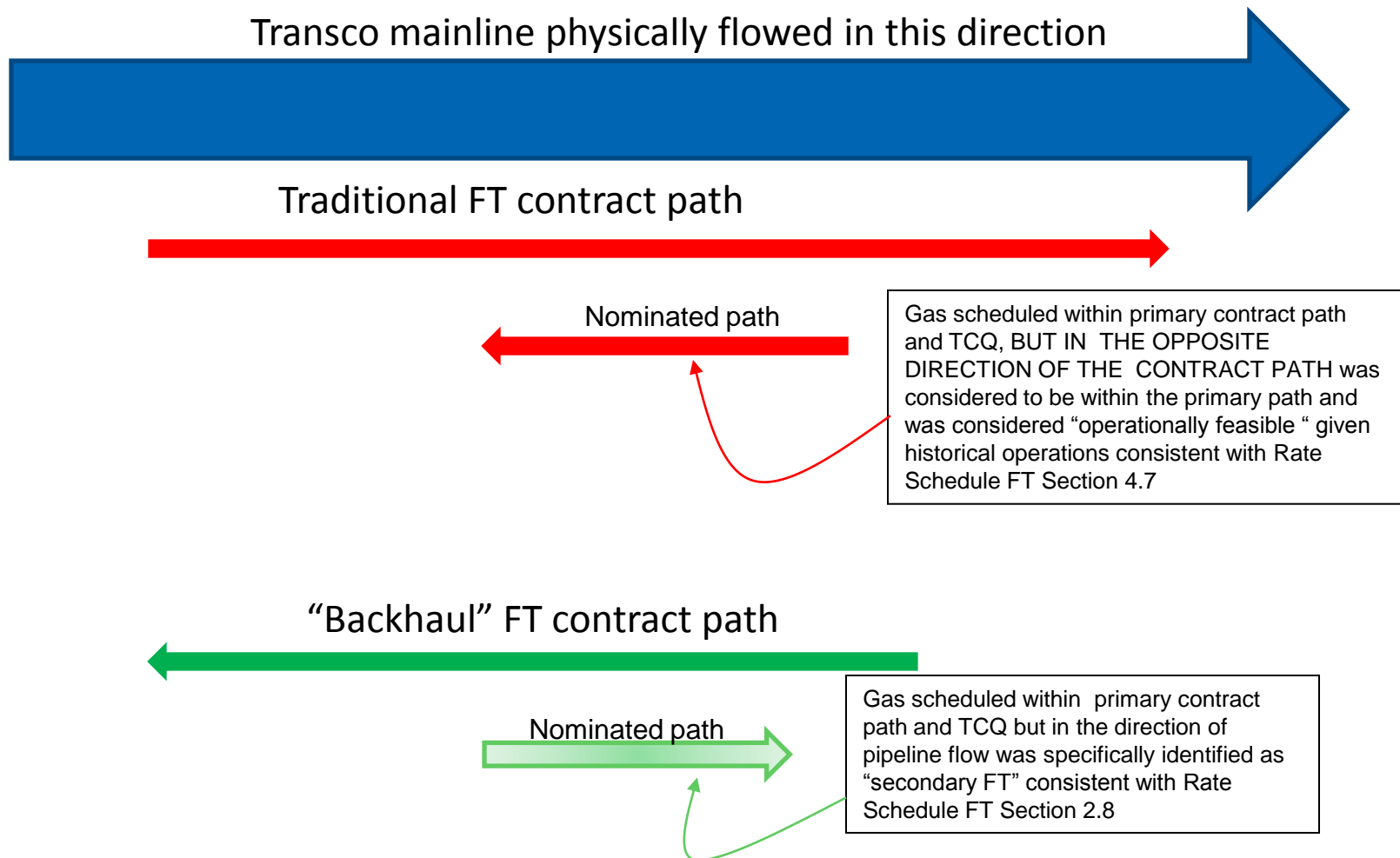


A Quick Review of NSRP (Non-Secondary Reverse Path)

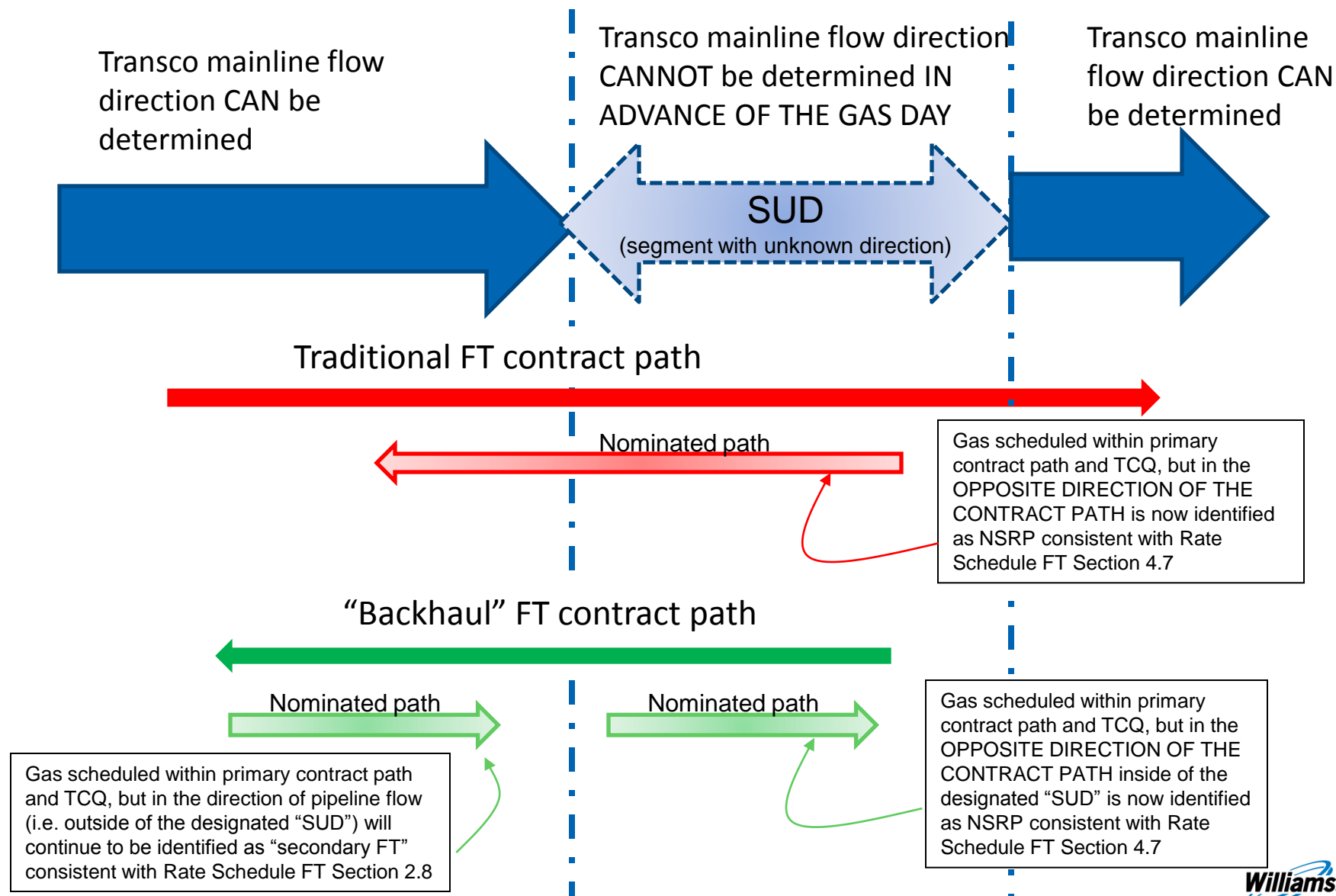
Effective on Transco's Mainline 09/23/2013

**The full NSRP presentation can be found on our Informational Postings page
under 1Line → Training**

Historical Operations on the Transco Mainline



Current Operations on the Transco Mainline



The MDQ Validation Process

- With Transco's MDQ checks (to ensure all requests are within firm transportation entitlements within each segment), the priorities are as follows:
 - **First Priority** (note 1):
 - Primary Firm Transportation and NSRP nominations
 - **Second Priority** (note 1):
 - High limit values on Primary Firm and NSRP transactions
 - **Third Priority** (note 2):
 - Nominations that are using Secondary capacity (i.e. outside of primary path, over the primary capacity in a segment, traditional "forward haul on a backhaul contract", nominations as a release of secondary rights only, etc.)
 - **Fourth Priority** (note 2):
 - High limit values on secondary transactions

The MDQ Validation Process (continued)

➤ Note 1:

- Priorities 1 and 2 (Primary/NSRP Noms & Primary/NSRP Limit Values) have the available capacity allocated proportionate to each Buyer's total affected firm transportation entitlements.

➤ Note 2:

- All priority classes below Priority 2 (Secondary) have the available capacity allocated on the basis of nominations or limit values in that category.
- For allocation of capacity within a contract (within a priority class), Transco uses the Delivery Schedule Ranks (DSR) provided by the shipper.

Capacity Constraints

- For Evaluations at a Throughput Section Boundary (TSB), receipt point constraints or delivery point constraints, Transco distinguishes between Primary transactions and NSRP transactions. The priorities are as follows:
 - **First Priority** (note 1):
 - Primary Firm Transportation nominations and high limit values
 - **Second Priority** (note 1):
 - NSRP nominations and high limit values
 - **Third Priority** (note 2):
 - Nominations that are using Secondary capacity (i.e. outside of primary path, over the primary capacity in a segment, traditional “forward haul on a backhaul contract”, nominations as a release of secondary rights only)
 - **Fourth Priority** (note 2):
 - High limit values on secondary transactions
 - Then interruptible services ...

Capacity Constraints (continued)

➤ Note 1:

- Priorities 1 and 2 (Primary & NSRP) have the available capacity allocated proportionate to each Buyer's total affected firm transportation entitlements. Each Buyer's proportionate share is allocated to nominations first and then to high limit values.

➤ Note 2:

- All priority classes below Priority 2 (Secondary) have the available capacity allocated on the basis of nominations or limit values in that category.
- For allocation of capacity within a contract (within a priority class), Transco uses the Schedule Ranks.

What has changed?

- Transco had not enforced the NSRP priority at constraint points on its mainline
 - “Back haul” transactions on traditional forward haul contracts are now classified as NSRP
 - “Forward haul” transactions on “back haul” contracts MAY be secondary or NSRP along different segments of the mainline
 - Primary Firm limit values have a higher priority than NSRP nominations
- On Transco’s Mobile Bay Lateral and Leidy Line (where NSRP has been evaluated)
 - Limitations on NSRP were enforced based on a share of nominated quantity
 - NSRP is now limited based on a pro-rata share of the affected firm transportation entitlements
- MDQ Process:
 - Primary firm and NSRP limit values have a higher priority than secondary nominations

How will NSRP be cut?

- Determine the total affected capacity:
 - Transco determines the firm transportation entitlements of all the affected Buyers that are using NSRP capacity at that point or segment
- Calculation of the pro-rata share:
 - Each contract is allocated its pro-rata share of the available NSRP capacity
 - Schedule ranks are used to determine cuts when there are multiple transactions within a contract
- Allocation of additional capacity:
 - If a contract has not requested its pro-rata share of the available NSRP capacity, then contracts that have requested more than their pro-rata share may get allocated the unused quantity.
- Results:
 - An iterative process results in complete allocation of available capacity

Notices

- Transco will continue to evaluate throughput constraints as specified on 1Line
- Transco's Leidy Line and Mobile Bay Lateral had been the only "segments of unknown flow direction" or SUDs until Fall of 2013
- In September 2013, Transco identified a new SUD from Station 210 to Station 195 (Critical Notice 5310542)
- If Transco identifies additional segments where flow direction is unknown (i.e. additional SUDs), a notice will be posted on 1Line
- Transco will determine what level of non-primary transportation is operationally feasible and will post the amount available in a notice on 1Line
- Evaluation of NSRP, if required, will follow the rules described herein

Operator Aggregate Confirmations and PDAs

- Confirmations at an aggregate level (i.e. by BAID or UP/DOWN contract) are applied to contracts using the priority of service identified in the MDQ Process
 - NSRP and Primary FT are grouped together

High Burn Limit Values & Delivery Make-up Transactions

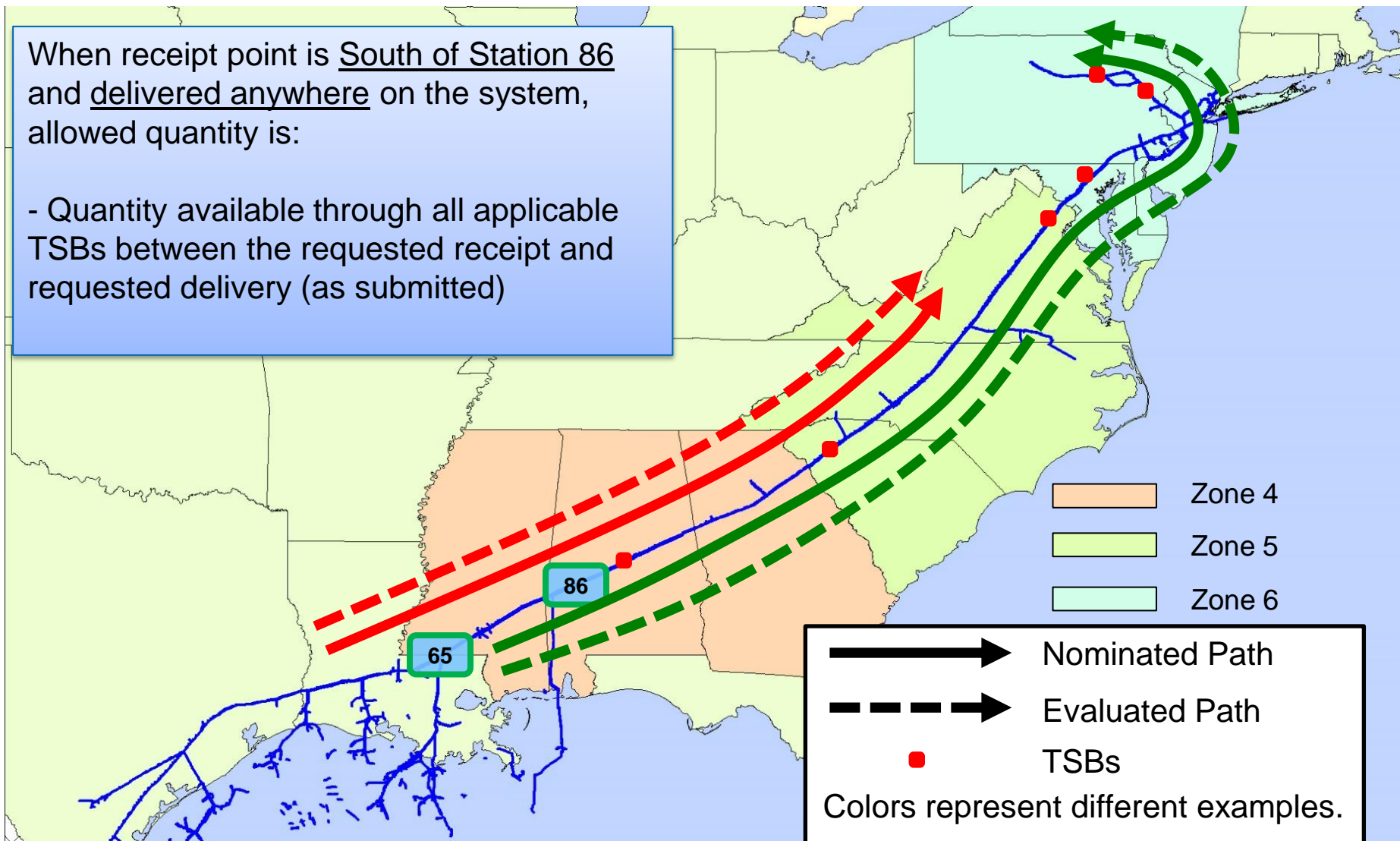
Why Are High Burn Limit Values & Delivery Make-up Transactions Treated Differently at Capacity Constraints?

- Confirmation by the DELIVERY point operator ONLY.
- Receipt location is used to determine the zone for imbalance purposes but is irrelevant for purposes of determining the operational feasibility for Transco to confirm.
- Transco manages these types of transactions to reflect the operational requirements necessary to make the requested deliveries without concurrent receipts.
- Transco uses its operational flexibility to make these deliveries.

High Burn Limit Values & Delivery Make-ups

When receipt point is South of Station 86 and delivered anywhere on the system, allowed quantity is:

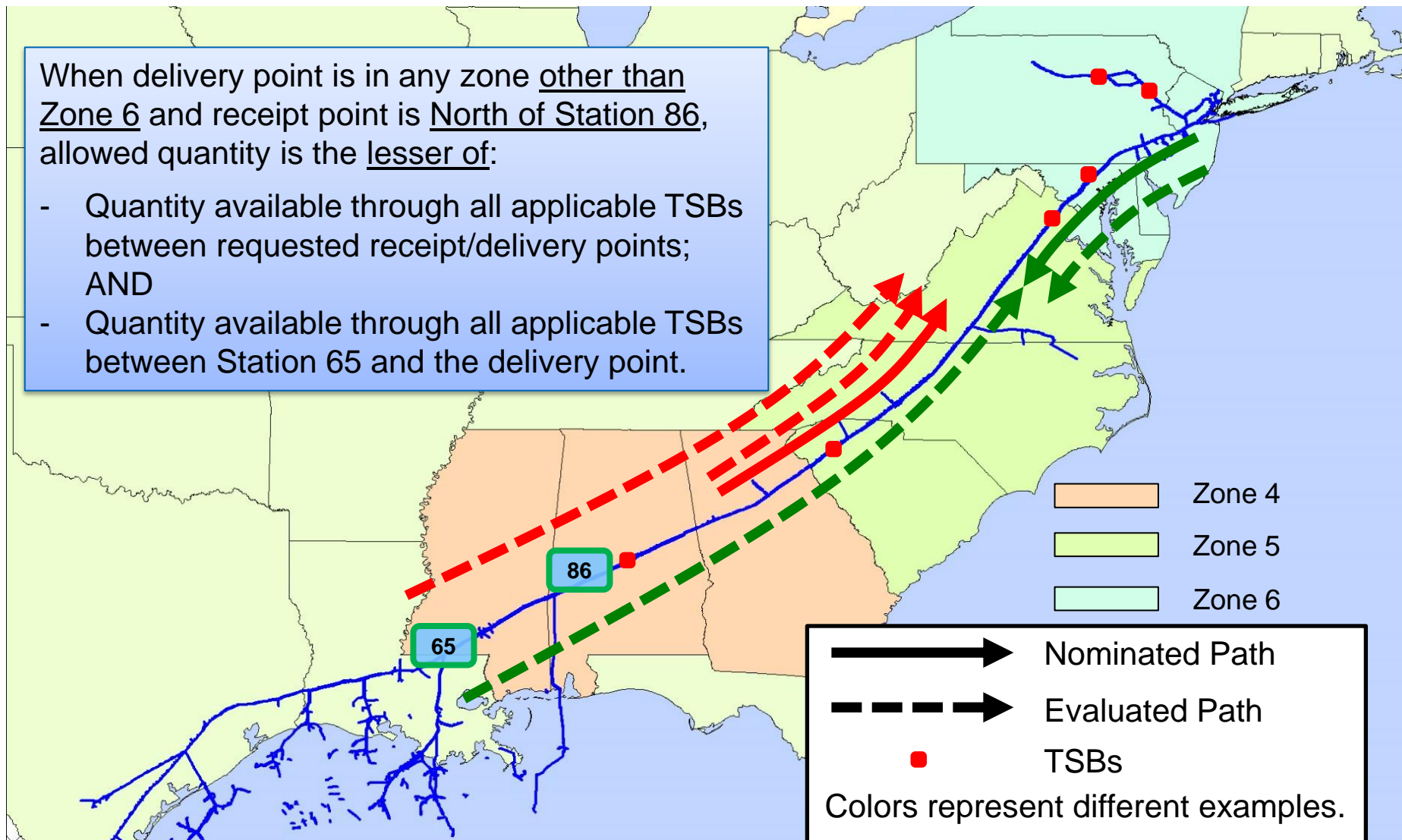
- Quantity available through all applicable TSBs between the requested receipt and requested delivery (as submitted)



High Burn Limit Values & Delivery Make-ups

When delivery point is in any zone other than Zone 6 and receipt point is North of Station 86, allowed quantity is the lesser of:

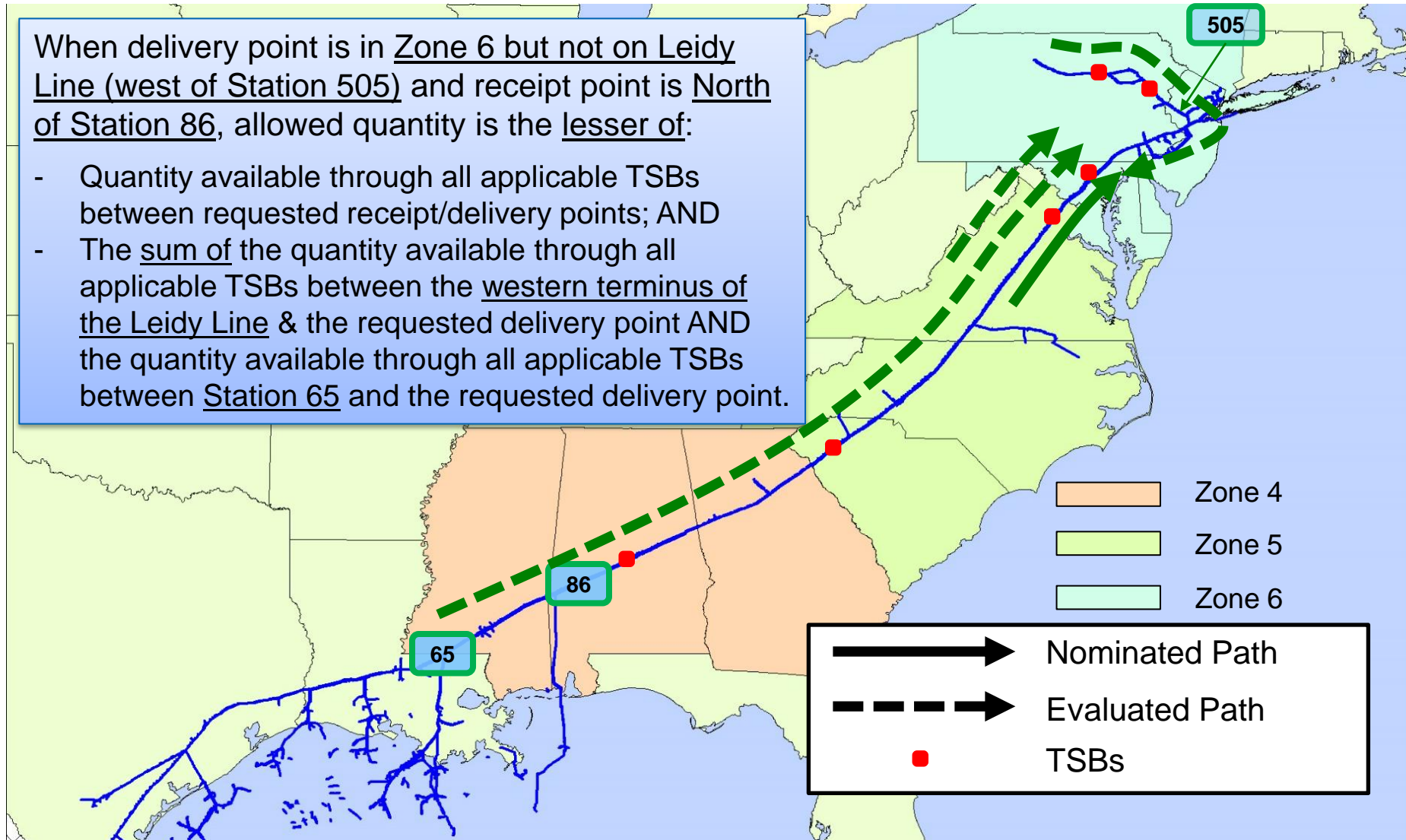
- Quantity available through all applicable TSBs between requested receipt/delivery points; AND
- Quantity available through all applicable TSBs between Station 65 and the delivery point.



High Burn Limit Values & Delivery Make-ups

When delivery point is in Zone 6 but not on Leidy Line (west of Station 505) and receipt point is North of Station 86, allowed quantity is the lesser of:

- Quantity available through all applicable TSBs between requested receipt/delivery points; AND
- The sum of the quantity available through all applicable TSBs between the western terminus of the Leidy Line & the requested delivery point AND the quantity available through all applicable TSBs between Station 65 and the requested delivery point.



High Burn Limit Values & Delivery Make-ups

When delivery point is on Leidy Line (west of Station 505) & receipt is North of Station 86, allowed quantity is the lesser of:

- Quantity available through all applicable TSBs between requested receipt/delivery points; AND
- Quantity available through all applicable TSBs between the western terminus of Leidy Line and requested delivery point.



High Burn Limit Values & Delivery Make-ups

- Transco will post these limitations on 1Line (Info Postings> Resources> Constraint Points).
- Limitations are subject to change based on new operating conditions.
- Transco will provide as much notice as possible with a minimum of 48 hours notice prior to the beginning of the gas day upon which changes are effective.
- Limitations are NOT expected to change frequently.
- NOT used for MDQ validation (outside of the nominated path); only used for evaluation at applicable TSBs.

High Burn Limit Values & Delivery Make-ups

Sample Posting

Transco provides no-notice service under various rate schedules in addition to providing shippers the opportunity to resolve current month imbalances in-kind without penalty, to the extent operationally feasible. No-notice service is provided, in part, by allowing delivery point operators to provide High Burn Limit Values at Swing Service Delivery Points. Additionally, make-up delivery transactions (TT3) requested by shippers are allowed when operationally feasible as posted on 1Line. High burn limit values and delivery make-up transactions do not have a physical supply and only require confirmation by the delivery point operator and Transco. Consequently, because there are no concurrent receipts associated with these transactions, the receipt location identified on these types of transactions is not reflective of Transco's operational ability to accommodate such requests.

Transco's ability to confirm such transactions is dependent upon the physical operations of its system. The limitations established below reflect the operational requirements necessary to effectuate the requested deliveries without concurrent receipts. These limitations may be subject to change based on operating conditions and Transco will provide notice on 1Line at least 48 hours prior to the beginning of the gas day upon which changes to the evaluations identified below are effective.

Specifically excluded from the limitations imposed on High Burn Limit Values at Swing Service Delivery Points and make-up delivery transactions are transactions from one Buyer's pool to another Buyer's pool at the same location and transactions where a Swing Supplier has been designated. For ease of description, Transco will identify as "Station 86" a location which represents a point on Transco's mainline system immediately north of the intersection of the mainline and the Mobile Bay lateral. "Station 86" is intended to reflect a location north of Transco's Gulf Coast and Mid-Continent supply basins and is south of Throughput Section Boundaries that may affect Transco's ability to accommodate all requested market area deliveries.

High Burn Limit Values & Delivery Make-ups

Sample Posting Continued

Transco will evaluate affected transactions, based on the appropriate priority of service of the receipt/delivery combination path requested, at Throughput Section Boundaries (TSBs) as identified below:

- a) Transactions requested from a receipt point south of “Station 86” on Transco’s system will be included in all applicable TSBs between the requested receipt and the requested delivery point,
- b) Transactions requested from a receipt point north of “Station 86” to delivery points located in any zone other than Zone 6 on Transco’s system will be included in all applicable TSBs between Station 65 and the delivery point on the request and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser quantity allocated from the two paths,
- c) Transactions requested from a receipt point north of “Station 86” to a delivery point located on Transco’s Leidy Line west of Station 505 will be included in all applicable TSBs between the western terminus of Transco’s Leidy Line and the delivery point on the request and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser quantity allocated from the two paths,
- d) Transactions requested from a receipt point north of “Station 86” to a delivery point located in Zone 6 but not on Transco’s Leidy Line west of Station 505 on Transco’s system will be included in all applicable TSBs between Station 65 and the delivery point on the request, in all applicable TSBs between the western terminus of Transco’s Leidy Line and the delivery point on the request, and in all applicable TSBs between the requested receipt and delivery points. The amount allocated to such transactions shall be the lesser of (i) the quantity determined by TSBs between the requested receipt and delivery points and (ii) the sum of the quantities determined to be available from TSBs along the paths from Station 65 and the western terminus of the Leidy Line.

Station 65 and the western terminus of the Leidy Line points of receipt will be used solely for the purpose of determining Transco’s ability to confirm the requested quantities at TSBs. The extended paths identified above will not impact the priority of service or firm entitlement (MDQ) validation.

Proposed: Priority of Service Tariff Filing

Why are we making this filing?

- Priorities were previously detailed in the GT&C and various Rate Schedules; the goal is to make this information easier to find with everything spelled out in new sections of the GT&C.
- Customers have asked for additional details to be added to the tariff; those details are incorporated into the proposed new GT&C sections.
- Changing pipeline operations resulted in new constraint locations and limiting NSRP priority requests created a greater need for clarity in tariff.

What is in the filing?

- **New Priority of Service Section 57** of the GT&C with all of the priorities clearly stated
 - Throughput Section Boundaries (TSBs)
 - Points of Receipt
 - Points of Delivery
 - Bi-directional Points (Physically Bi-direction)
- **New Firm Entitlement (MDQ) Validations Section 58** of the GT&C
 - Ensures all requests are within firm transportation entitlements within each segment of the pipeline
- **New Scheduling & Curtailment Section 59** of the GT&C
- **New Segmentation of Capacity by Nominations in Section 28.3** of the GT&C

What is in the filing? (Continued)

- **New Expanded Confirmations Section 60**
 - Confirmation Principles/Standards
 - Timing of Confirmations
 - Subsequent Cycle Confirmations
 - Aggregate Confirmations (Moved from 28.9)
- **Section 18 of the GT&C (Deliveries and Receipts, Overruns and Penalties) Clarifications**
 - Associated revisions to match with new Priority of Service terminology
- **Rate Schedule Clarifications**
 - Associated revisions to match with new Priority of Service terminology
- **Eliminates Section 28.2 – 28.7 by incorporation into Section 57 or 59**
- **Various Section 28 (Nominations, Allocations, Curtailment and Confirmations) reference and numbering changes**

New Priority of Service Section 57 of the General Terms & Conditions

Section 57 of the General Terms & Conditions

Priorities at Throughput Section Boundaries

A **Throughput Section Boundary (TSB)** is a location on Seller's system in which the available capacity moving through the specified location may be limited. Seller may establish TSBs as receipt based or delivery based and may establish the direction(s) of flow.

Receipt based TSB's only
evaluate receipt quantities
(includes receipt make-up transactions,
excludes High burn limit values and
delivery make-up transactions)

Delivery based TSB's only
evaluate delivery quantities
(includes High burn limit values and
delivery make-up transactions, excludes
receipt make-up transactions)

1. **Priority Class One – Primary Firm**: nominations and limit values within the Primary Path and within the contract entitlements and TCQs. Will allocate available capacity proportionate to each Buyer's total affected firm transportation entitlements. Each Buyer's proportionate share will be allocated to firm nominations first and then to firm limit values.
2. **Priority Class Two – NSRP**: Reverse Path nominations and limit values (Non-Secondary Reverse Path – NSRP) within the contract path. Will allocate available capacity proportionate to each Buyer's total affected firm transportation entitlements. Each Buyer's proportionate share will be allocated to firm nominations first and then to firm limit values.

NOTE: For all remaining priorities ties are allocated pro-rata based upon the request.

Section 57 of the General Terms & Conditions

Priorities at Throughput Section Boundaries

(Continued)

- 3. Priority Class Three – Secondary Nominations**
- 4. Priority Class Four – Secondary Limit Values**
- 5. Priority Class Five – Max Rate IT Feeder Nominations**
- 6. Priority Class Six – IT Max Rate Nominations**
- 7. Priority Class Seven – Discounted IT Nominations**
- 8. Priority Class Eight – ICTS Max Rate Nominations**
- 9. Priority Class Nine – Discounted ICTS Nominations**
- 10. Priority Class Ten – Make-up Nominations**
- 11. Priority Class Eleven – IT Max Rate Limit Values**
- 12. Priority Class Twelve – Discounted IT Limit Values**

Section 57 of the General Terms & Conditions

Priority of Service at Nominatable Points

➤ Receipt Point Priorities

- Priority Class One (R) –Nominations on certificated (X-rate) contracts – very few remaining
- Then continue with Priority Class One for TSBs

➤ Delivery Point Priorities

- Priority Class One (D) – Primary Firm at Traditional Delivery Points (points identified on contract)
- Priority Class Two (D) – Primary Firm at Non-Traditional Delivery Points (upstream of points identified on contract and NSRP)
- Traditional vs. Non-Traditional currently distinguished in Section 4.5 of Rate Schedule FT
- Then continue with Priority Class Three for TSBs
- Contracts with non-nominatable delivery locations (i.e. specific city gate meters) will use the appropriate VAD

➤ Bi-direction Point (Physical) Priorities

- Transco will specify if restricted for receipts or deliveries and will follow either the receipt or delivery priorities listed above.

Section 58 of the General Terms & Conditions

Firm Entitlement (MDQ) Validations

- Firm transportation services: if the sum of the nominations and limit values within a given segment exceed Buyer's firm capacity entitlement in that segment, Transco will allocate as described earlier (also applicable to "family of contracts").

Section 59 of the General Terms & Conditions

Scheduling & Curtailment

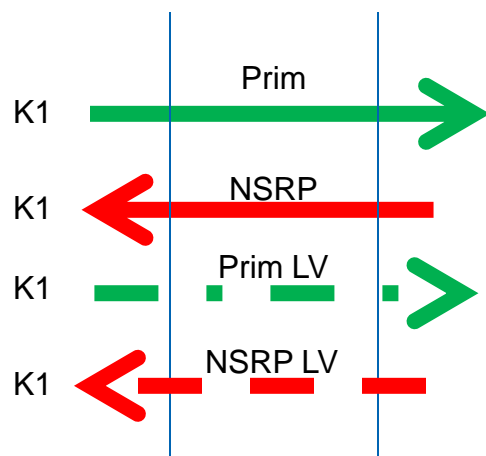
- Allocate available capacity based on the priority classes identified in Section 57 (Priority of Service) of the GT&C.
- Ties within a class are allocated pro-rata (entitlement or requests).
- Buyer's provided schedule ranks are used to effectuate reductions within priority class on the same contract.
- Clarifies once non-primary firm quantities (NSRP, Secondary, Non-traditional, etc.) are scheduled and confirmed they will have the same priority as Primary Firm for subsequent cycles in that Gas Day.
- Priority classes IT Feeders through Make-up nominations cannot be bumped by the same or higher priority class requests in the ID2 cycle.
- Additional details currently specified in Section 28 (Nominations, Allocations, Curtailment and Confirmations).

Priority of Service Examples

MDQ Checks in a Segment

Case 1

Capacity in
segment = 100



As Submitted

Nominated = 60
R = 1

Nominated = 30
R = 3

LV = 100 (standing qty)
R = 2

LV = 10
R = 4

Total Submitted=200

MDQ check in Segment

Nominated = 60
R = 1

Nominated = 30
R = 3

LV = ~~100~~ 10
R = 2

LV = ~~10~~ 0
R = 4

Valid Nom & LV=100

MDQ process:

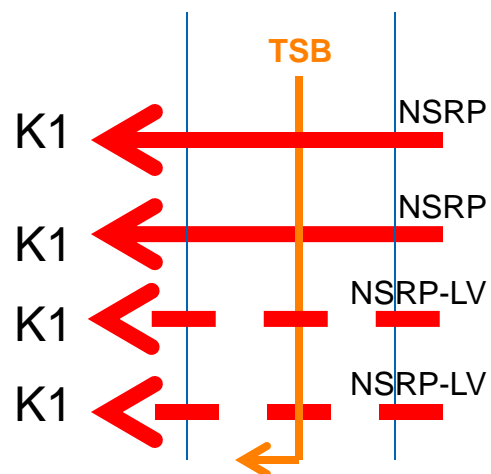
Primary and Reverse Path nominations considered together as the same priority and cut according to shipper provided ranks.

Then Primary LV and NSRP LV are considered together as the same priority and cut according to shipper provided ranks.

TSB Limiting NSRP

Case 2

Contract has capacity of 200 dts and the TSB is restricted to 150 dts but will only cut NSRP and lower priorities. Assumes all secondary & IT requests already reduced to zero.



As Submitted

Nominated = 60
R = 1

Nominated = 100
R = 2

LV = 100 (standing qty)
R = 1

LV = 20
R = 2

Total submitted=280

MDQ check in Segment

K1 Nominated = 60
R = 1

K1 Nominated = 100
R = 2

K1 LV = ~~100~~ 40
R = 1

K1 LV = ~~20~~ 0
R = 2

Valid Nom & LV=200

TSB reductions in Segment

K1 Nominated = 60
R=1

K1 Nominated = ~~100~~ 90
R=2

K1 LV = ~~100~~ 40-0
R=1

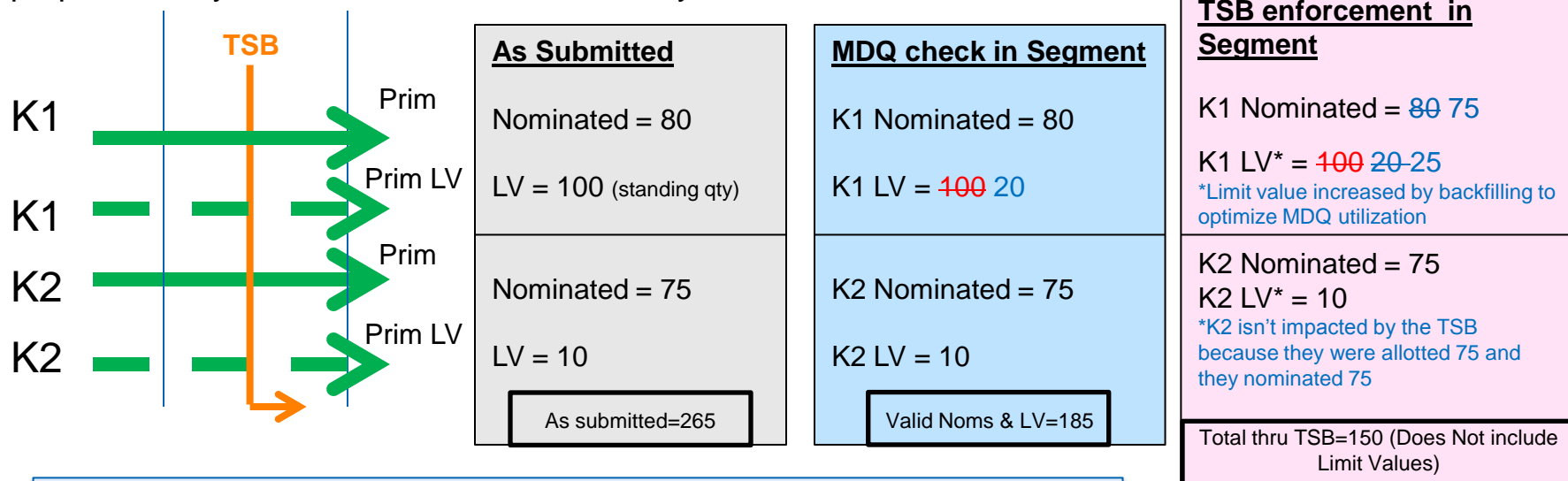
K1 LV = ~~20~~ 0
R=2

Total thru TSB=150

Receipt Based TSB Limiting Primary Firm and disallowing any NSRP

Case 3

Both Contracts have Capacity of 100 and the TSB is restricted to 150; therefore each contract gets 50% of the available TSB capacity or a quantity of 75, and any capacity not requested gets distributed proportionately to others. Assumes Secondary & IT reduced to zero.



When can Transco limit "primary"?

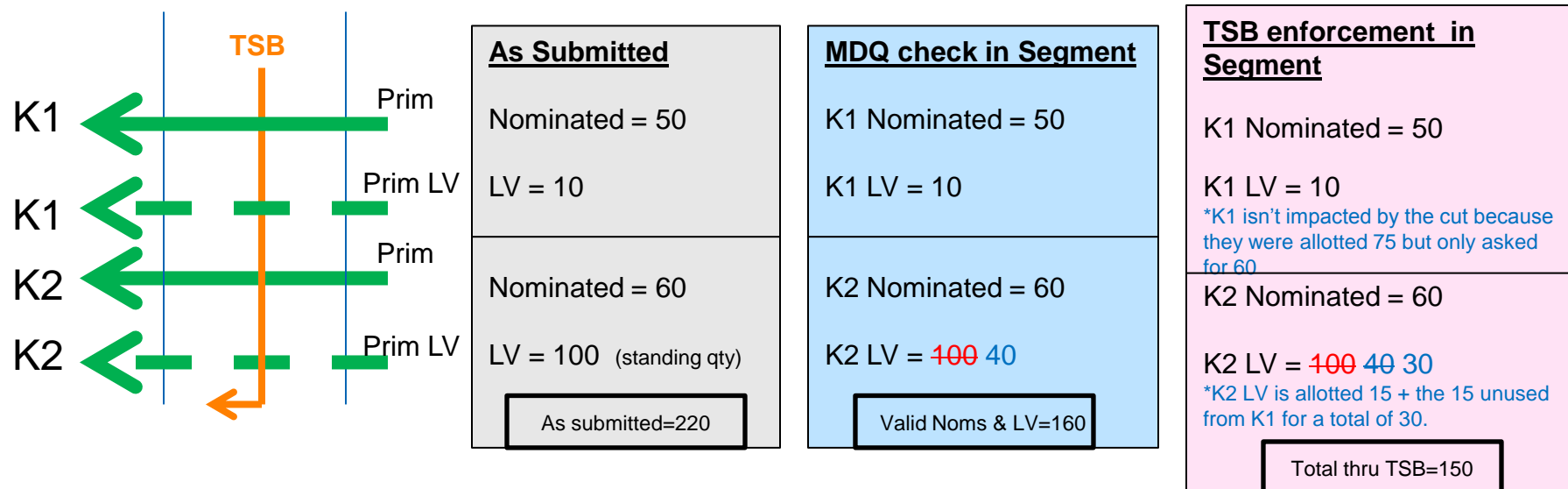
Firm transportation services have flexible receipt points within the path of the contract and do NOT have receipt point MDQs at any given point of receipt. Transco has historically limited "primary" receipts on the "Market & Production Constraints" posting on 1Line. Transco may need to limit "primary" receipts at a new TSB at the top of the diamond on the Leidy Line. Receipt based TSB's limiting "primary" do not reduce the firm entitlements.

***Limit Values are not included in RECEIPT based TSBs.**

Delivery Based TSB Limiting Primary Firm and disallowing any NSRP

Case 4

Both Contracts have Capacity of 100 and the TSB is restricted to 150; therefore each contract gets 50% of the available TSB capacity or a quantity of 75, and any capacity not requested gets distributed proportionately to others. Assumes Secondary & IT reduced to zero.

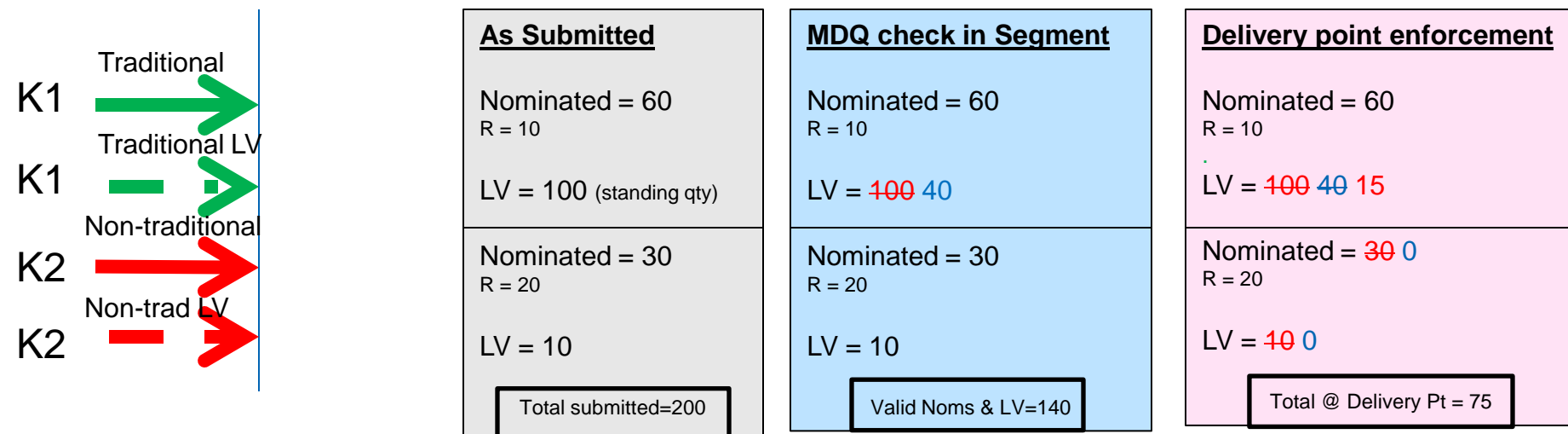


Delivery Point Limiting Traditional Firm and disallowing any Non-traditional

Case 5

Each contract has capacity of 100. Delivery location has limited capacity to 75.

In this case we are not allowing non-traditional deliveries therefore it is reduced to zero



FT Section 4.5 defines traditional firm delivery points as those points specified in the contract. Non-traditional delivery points are those delivery points upstream of the traditional points within the contract path and within the TCQ.

Historically Transco has not established delivery point constraints that limit deliveries to non-traditional delivery points....but that may change as the operations of the pipeline change.

Traditional vs. Non-traditional and the Use of VADs

- Traditional points identified on the contracts are generally meter specific.
- Customers typically nominate for delivery at points with multiple meters (VADs).
- Transco will identify within 1Line the traditional points on each contract.
- **FOR ORIGINAL CAPACITY HOLDERS**
 - If such traditional point (i.e., meter) is associated to a nominatable point with multiple meters then all deliveries at that aggregate point on that contract would be considered traditional.
 - All deliveries on that contract to nominatable delivery points not on the contract and upstream of this point will be considered non-traditional and therefore may be subject to reduction.
- **FOR REPLACEMENT CAPACITY HOLDERS**
 - Released capacity upstream of the traditional delivery point has Non-Traditional priority.
- Transco will post a new delivery point constraint on the “Market and Production Area Constraints Posting” should non-traditional deliveries need to be limited.

Additional processes that use Priority of Service

➤ Section 60 of the GT&C: Confirmations

- If a receipt or delivery point operator CONFIRMS in aggregate, then reductions are applied in the reverse order of the priority of service (Firm is reduced last), and Primary Firm (Traditional and Non-traditional) and NSRP are all grouped together.
- RECEIPT POINTS: Certificated & Primary Firm are NOT grouped together.

➤ Section 18 of the GT&C: Deliveries and Receipts, Overruns and Penalties

- If a receipt or delivery point operator provides a PDA in aggregate, then Transco will use the priority of services identified in Section 57 except that all priorities higher than priority class 5 (IT Feeder Nominations) will be grouped together.
- RECEIPT POINTS: Certificated & Primary Firm are NOT grouped together

Timing of Priority of Service Filing

- Make available on EBB by mid-November
- Followed by webinars & Q&A
- File in 2014
- Watch for a notice on 1Line

Questions?

Other Proposed Tariff Filings

- Meter Aggregation & Disaggregation
- Storage Balances
- Written Noms during a force majeure event

New Section 8 of the General Terms & Conditions Meter Aggregation & Disaggregation

- Clarify existing practices of separating or combining physical and/or virtual meters
- Purpose: to manage transactions in 1Line including contracting, capacity release, nominations, confirmations, allocations, billing, invoicing and reporting
- Adding definition for VAD
- Seller and all affected operators must agree to aggregation or disaggregation
- Will post draft filing on EBB prior to filing with the FERC

New Section of the General Terms & Conditions

Storage Balances

- Clarify our procedures for transferring remaining storage balances
- Buyer and seller will have until the 4th calendar day after termination of the agreement to mutually agree on an appropriate method to resolve remaining storage balance.

Section 28 of the General Terms & Conditions

Written Noms during a Force Majeure event

- Remove written request option
- Will be handled electronically, as soon as system becomes available

Recent Tariff Filing Highlights

Section 39 of the General Terms & Conditions

Adjustment to Prior Gas Day Changes (Retro)

- Began filing waivers extending the deadline for prior gas day changes in February, this filing will formalize the process
- Lengthen current month changes from the 10 day deadline to the entire month
- Gives customers more flexibility
- Will allow customers to submit prior gas day changes for a current production month up to the second calendar day or 1st business day of the following month, whichever is later

Rate Schedules FT/FT-G/FTN/FDLS

Tariff Section 4.1

➤ Clarify within the path rights

4.1 Transportation service under this rate schedule shall consist of: (a) the receipt of gas on behalf of Buyer up to Buyer's TCQ quantity (plus fuel retained pursuant to the provisions of Section 3.7 hereof and injection fuel under Seller's Rate Schedule GSS, if applicable) at (i) primary points of receipt which include the furthest upstream point(s) of receipt specified in the executed service agreement and all points of receipt within Buyer's firm contract path, or (ii) at secondary point(s) of receipt pursuant to Section 2.8 hereof; (b) the transportation of gas through Seller's pipeline; (c) the delivery of equivalent quantities (dts) of natural gas (less fuel retained pursuant to the provisions of Section 3.7 hereof) by Seller to Buyer, or for Buyer's account, at (ic) the point(s) of delivery specified in the executed service agreement ("traditional delivery point(s)"), (ii) the point(s) of delivery within Buyer's firm contract path upstream of Buyer's traditional delivery point(s) ("non-traditional delivery points"), or (iii) secondary delivery points pursuant to Section 2.8 of this rate schedule.

Rate Schedule IT

Tariff Section 7.1

- Recommendation to remove mailing address option
- All forms are now completed electronically via 1Line

What's New in 1Line

- Completion of 1Line Next Generation
 - Page conversions for capacity release, contracts, and storage
 - 1Line now supports Internet Explorer 10

- My Dashboard

- Contract Rights Map

- 1Line In Focus Newsletter

My Dashboard

My Dashboard

Action Required

- Inactive Operator Agency Appointments
- Penalty Charges
- Retros Needing Rep Approval
- Scheduled vs Measured over/under 15%
- Overdue Contract Routing Stops

Customer Resources/Action Required

- Expiring Storage Contracts
- FT Contract Map
- FT Contract Map - Released
- FT Contract Map - Scheduled
- Post Cycle Nominations
- Scheduling Cut Analysis

Pipeline Operations

- Operationally Available Capacity
- Swing Service Delivery Points
- Pipeline Constraints Physically Used
- Critical Notices
- Locations Electronically Confirmed
- Informational Postings

1Line Favorite Pages

[Help](#)

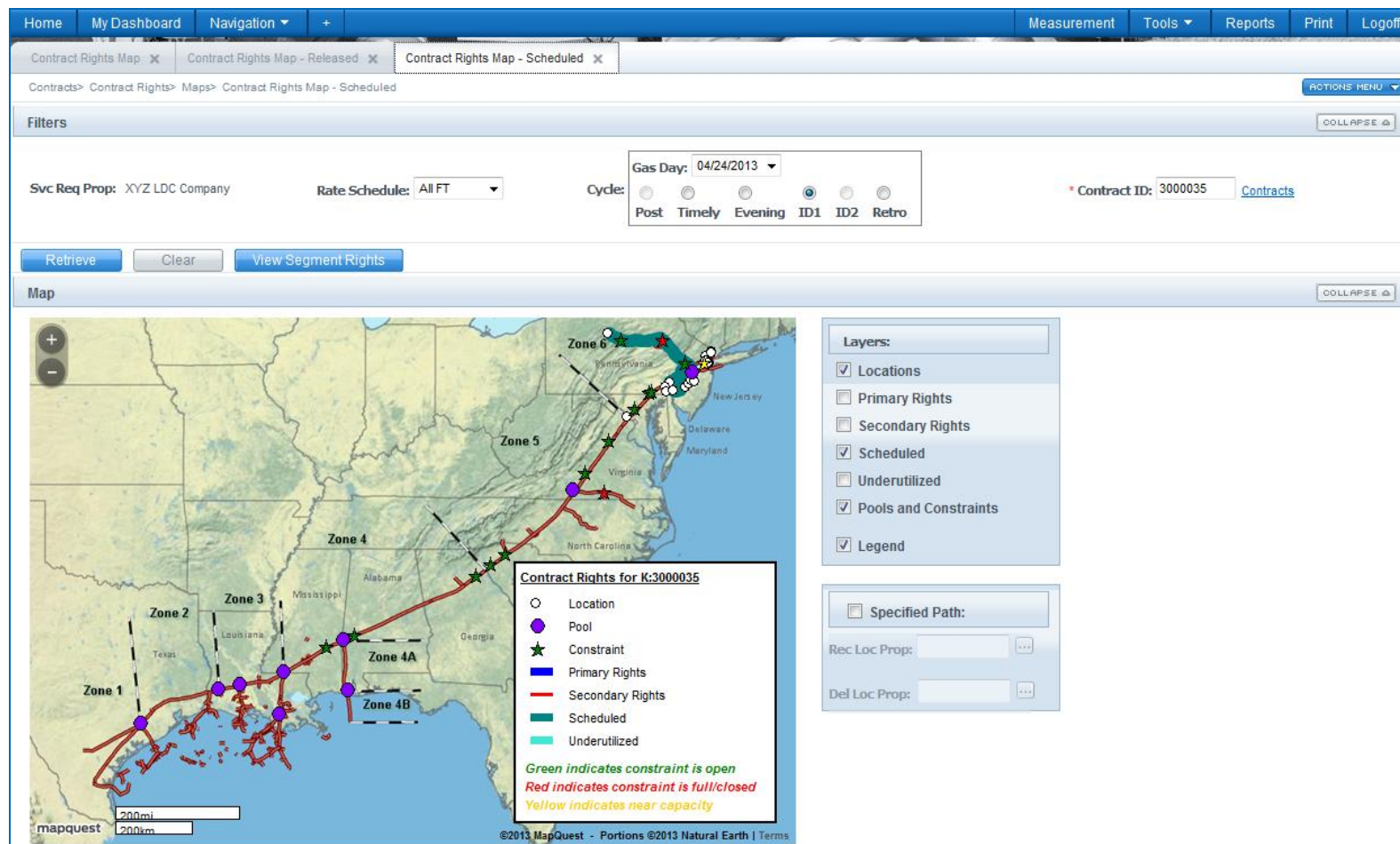
- Retrieve Nominations
- Monthly Summary
- PDA
- Review/Select Scheduling Runs
- Invoice
- Inventory Balance

Report Subscriptions

Customer Feedback

The annual regionally scheduled Transco winter operations meetings are: Oct. 23 in Houston, Oct. 30 in Newark, N.J., Nov. 5 in Charlotte, N.C. and Nov. 6 in Atlanta, Ga.

View Segment Rights - Scheduled



View Segment Rights - Released

Home My Dashboard Navigation + Measurement Tools Reports Print Logoff

Contract Rights Map x Contract Rights Map - Released x Contract Rights Map - Scheduled x

Contracts > Contract Rights > Maps > Contract Rights Map - Released

Filters COLLAPSE

Svc Req Prop: XYZ LDC Company Rate Schedule: All FT * Effective Date: 04/24/2013 * Contract ID: 9137404 [Contracts](#)

Retrieve Clear View Segment Rights

Map COLLAPSE

Contract Rights for K:9137404

- Location
- Pool
- ★ Constraint
- Primary Rights
- Secondary Rights
- Primary Released
- Secondary Released
- Primary Underutilized
- Secondary Underutilized

Green indicates constraint is open
Red indicates constraint is full/closed
Yellow indicates near capacity

Layers:

- ☒ Locations
- ☐ Primary Rights
- ☐ Secondary Rights
- ☒ Primary Released
- ☒ Secondary Released
- ☐ Primary Underutilized
- ☐ Secondary Underutilized
- ☒ Pools and Constraints
- ☒ Legend

☐ Specified Path:

Rec Loc Prop:

Del Loc Prop:

©2013 MapQuest - Portions ©2013 Natural Earth | Terms

Disclaimer: This page is a high-level visual representation of a firm transportation contract's primary and secondary rights. This visual representation along the pipe is for demonstrative purposes only and should not be relied upon to conduct your daily business on Transco. For specific scheduling and capacity release rights information, please refer to Transco's tariff and the other contract rights pages that are available at Navigation Menu > Contracts > Contract Rights.

1Line in Focus Newsletter

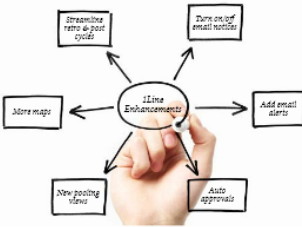
Williams

FALL 2013

1LINE *in* FOCUS

Tips & Updates for 1Line Users

1LINE.WILLIAMS.COM



► **1LINE USER FORUM – IT'S AN ANNUAL EVENT**

A group of 18 Transco customers, representing all segments of the natural gas pipeline business, attended a two-day 1Line user forum event in Houston last spring to discuss many of the additional improvements that have been suggested by users. Participants discussed the value of specific improvements and new ideas for utilizing some of the system's existing features.

"The user forum provided great perspective on what our customers appreciate most about the system, as well as areas where we can do better," said Melissa Casey, Transco Transportation Services / 1Line Director. "The event provided such great insight that it is something we'd like to continue to host on an annual basis."

ARTICLE CONTINUED ON NEXT PAGE. ►

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1Line User Forum Members 3

Disaster Recovery 4

New and Planned 1Line Improvements 4

Tips and Tricks From Your Peeps 5-6

Welcome Aboard 7

Retirement Announcements 7

CONTACT

1-800-248-0404

Scheduling Desk

1-888-210-8475

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To access the newsletter online go to www.1Line.Williams.com and select **Transco Info Postings > Customer Info > Newsletters** and then select **1Line *in* Focus Fall 2013**.

1Line User Forum

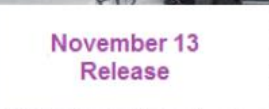

- Hosted first annual event on May 14-15, 2013 in Houston
- 18 Transco customers attended, several more provided their feedback
- Enhancement requests were reviewed and prioritized

What's Coming in 1Line

- Traditional vs. Non-Traditional
- User Defined Preferences (Nov 2013/ First Quarter 2014)
- Location/ Meter Summary Page (2014)

User Preferences on Tabs – November 2013

TSP/Prep/Name/ID: Transco - 007933021 | 1LINE DUMMY GAS CUSTOMER SSA, 1LINE DUMMY GAS CUSTOMER | 1Line System Time 3:03 PM CDT

Williams  

Home My Dashboard Navigation ▾ + Tools ▾ Reports Print Logoff

Preferences

Preferences ACTIONS MENU ▾

Default Pages COLLAPSE

Available Pages

- Home
- My Dashboard
- Nominations ▶
- Flowing Gas ▶
- Invoicing ▶
- Capacity Release ▶
- Contracts ▶
- Discounts ▶
- Customer Information ▶
- Retro Request Lists ▶
- Downloads ▶
- Other ▶

Current Pages

- My Dashboard
- Retrieve Nominations
- Monthly Summary
- Review/Select Scheduling Runs
- Retro Request List

Remove

User Preferences – First Quarter 2014

➤ Allows users to set preferences on highly utilized pages in 1Line

- | | |
|---------------------------|-------------------------------|
| 1. Retrieve Nominations | 6. Offers |
| 2. Pool Balance Summary | 7. View Supply Disagg Summary |
| 3. Confirmations | 8. Allocated Quantities |
| 4. Monthly Summary Page | 9. PDA |
| 5. Review/Scheduling Runs | 10. LDC Quick View |

➤ Some examples of preferences are:

- Default dates
- Default filters
- Default column sorting order

Location/ Meter Summary Page Example

Operator	990001 XYZ LDC	990001 XYZ LDC	990001 XYZ LDC	990001 XYZ LDC	990001 XYZ LDC
Mtr/Location	9000001	1111/1000001	2222/1000002	3333/1000003	4444/1000004
Location Name	XYZ LDC	Meter 1	Meter 2	Meter 3	Meter 4
Relation	Parent	Child	Child	Child	Child
Action		Add	Deduct	Add	Deduct
Totals	1,559,724	1,595,057	(43,408)	8,213	(138)
Gas Day	Qty (Dth)	Qty (Dth)	Qty (Dth)	Qty (Dth)	Qty (Dth)
10/1/2013	274,173	278,806	(5,119)	523	(37)
10/2/2013	304,157	302,089	(3,834)	5,955	(53)
10/3/2013	345,834	350,922	(6,739)	1,692	(41)
10/4/2013	344,268	357,452	(13,194)	14	(4)
10/5/2013	291,292	305,788	(14,522)	29	(3)

Evaluating 1Line Changes for 2014/2015

- Improved scheduling pages
- Additional Alerts on Dashboard Page
- Restructure pooling pages
- Retro and Post Cycle Changes
- EPSQ
- Improved email cut notifications
- More graphical maps
- Auto approvals when shipper is operator

Watch “What's Coming” for updates. To access “What's Coming” go to www.1Line.Williams.com select **Transco Info Postings >1Line> Changes to 1Line> What's Coming**

Did you Know?

Retro PDA's

PDA

Flowing Gas> PDA> PDA

Filter for PDA

☒ View PDAs Only

☐ Only Rows with Nonzero PDAs

☐ PDA Scheduled not Equal to Limit Value

☐ Include Retro History in Search

Retro Status: Pkg ID: Contract ID: Shipper ID: Up/ Down K: Up/ Dn/ ID /Name: Alloc Rank Ind: Alloc Rank Lvl: Limit Value:

All All All All All All All All All

[Clear Filters](#)

Rows matching: 114

[Retrieve](#) [Clear](#)

Scheduled Quantities

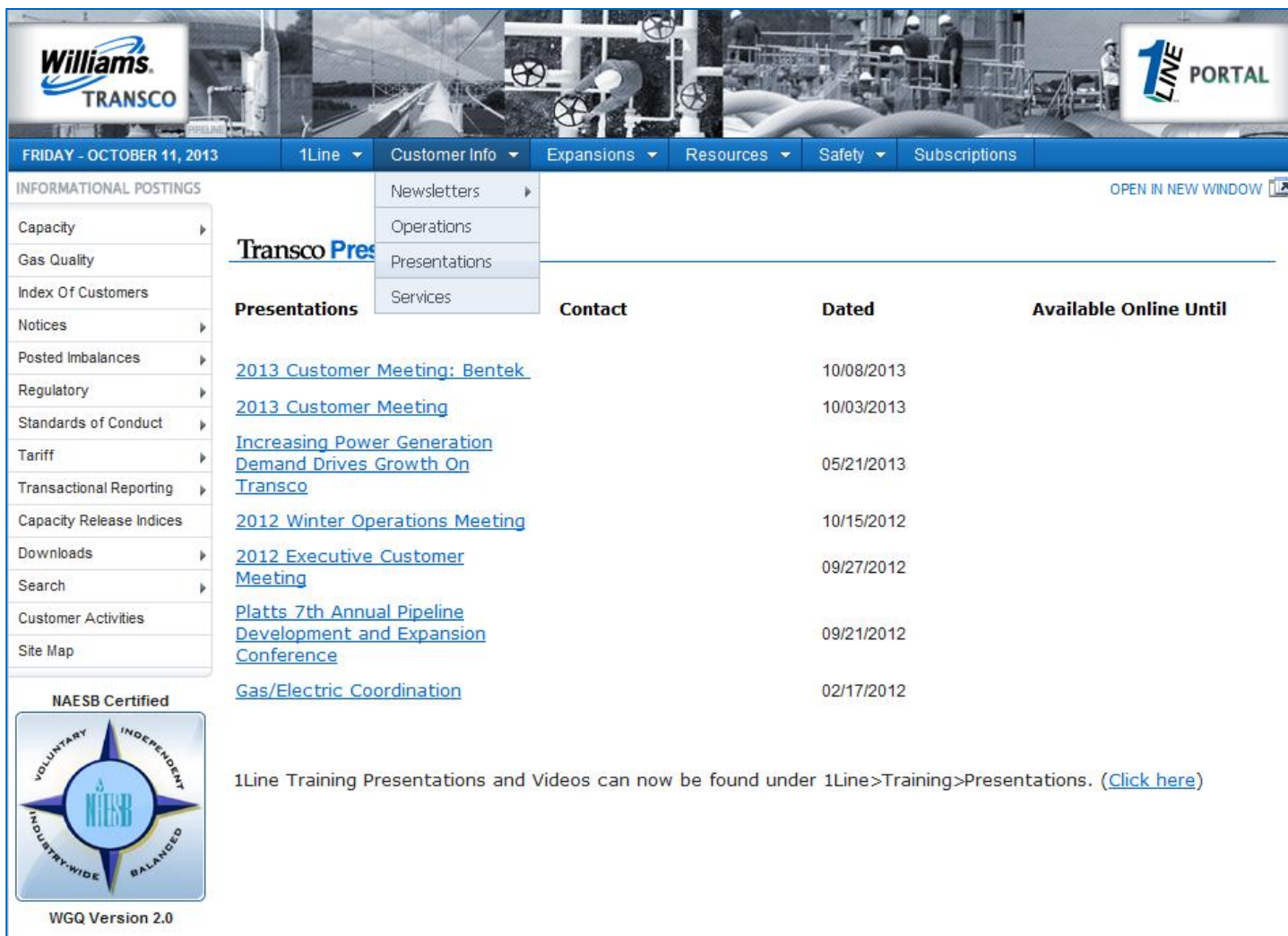
POST Scheduled		Current Scheduled		RETRO			
POST Receipt Scheduled Quantity: 4,313	Current Receipt Scheduled Quantity: 4,268	Retro Receipt Nominated: 3,769	Retro Available Receipt: 4,268	Retro Receipt Confirmed: 4,268	Retro Receipt Scheduled: 3,769		
POST Delivery Scheduled Quantity: 19,635	Current Delivery Scheduled Quantity: 19,635	Retro Delivery Nominated: 0	Retro Available Delivery: 19,635	Retro Delivery Confirmed: 19,635	Retro Delivery Scheduled: 0		
POST Net Scheduled Quantity: -15,322	Current Net Scheduled Quantity: -15,367	Retro Net Nominated: 3,769	Retro Net Available: -15,367	Retro Net Confirmed: -15,367	Retro Net Scheduled: 3,769		

[Download](#) ☐ Paging ☐ Select All

Search successfully completed. 114 records found.

PDA Retro Request ID	PDA Retro Request Status	Nom Beg Date	Nom End Date	Dir Flo	Up/ Dn/ ID /Name	Up/ Down K	Svc Req Prop	Svc Req	Svc Req Name	Svc Req K	Pkg ID	TT Desc	Alloc Rank Ind	Alloc Rank Lvl	Limit Value	Scheduled Limit Value	Override Limit Value	Loc Prop
	Regular	10/01/2013	10/01/2013	D							IL	CURRENT BUSINESS (TRANSPORTATION)	High	999	0	0		9006962
	Regular	10/01/2013	10/01/2013	D								CURRENT BUSINESS (TRANSPORTATION)	Low	999	0	0		9006962

Transco Presentations



The screenshot shows the Williams Transco 1Line Portal. The header includes the Williams Transco logo, a date bar for Friday - October 11, 2013, and navigation tabs for 1Line, Customer Info, Expansions, Resources, Safety, and Subscriptions. A left sidebar lists informational postings such as Capacity, Gas Quality, Index Of Customers, Notices, Posted Imbalances, Regulatory, Standards of Conduct, Tariff, Transactional Reporting, Capacity Release Indices, Downloads, Search, Customer Activities, and Site Map. The main content area features a 'Transco Presentations' section with a table of presentations. A dropdown menu for 'Customer Info' is open, showing options for Newsletters, Operations, Presentations, and Services. At the bottom left, there is a NAESB Certified logo and a note about WGQ Version 2.0.

Presentations	Contact	Dated	Available Online Until
2013 Customer Meeting: Bentek		10/08/2013	
2013 Customer Meeting		10/03/2013	
Increasing Power Generation Demand Drives Growth On Transco		05/21/2013	
2012 Winter Operations Meeting		10/15/2012	
2012 Executive Customer Meeting		09/27/2012	
Platts 7th Annual Pipeline Development and Expansion Conference		09/21/2012	
Gas/Electric Coordination		02/17/2012	

1Line Training Presentations and Videos can now be found under 1Line>Training>Presentations. ([Click here](#))

To access Transco Presentations, go to www.1Line.Williams.com and select **Transco Info Postings>Customer Info > Presentations**

To access Transco Training Material, go to www.1Line.Williams.com and select **Transco Info Postings >1Line>Training**

System Maps

The screenshot displays the Williams Transco 1Line Portal. At the top, the Williams Transco logo is on the left, and the 1Line PORTAL logo is on the right. Below the logos is a navigation bar with the date "MONDAY - OCTOBER 14, 2013" and several menu items: 1Line, Customer Info, Expansions, Resources, Safety, and Subscriptions. A dropdown menu for "Resources" is open, showing options: Agreements / Forms, Cross References, Glossary, Master Location List, and System Maps. The "System Maps" option is highlighted. On the left side of the page, under "INFORMATIONAL POSTINGS", there is a list of links including Capacity, Gas Quality, Index Of Customers, Notices, Posted Imbalances, Regulatory, Standards of Conduct, Tariff, Transactional Reporting, Capacity Release Indices, Downloads, Search, Customer Activities, and Site Map. The main content area features a map of the United States with a blue line representing the Transco pipeline system. Below the map, there are links for "N. Market Area", "S. Market Area", "System Map", "Production Area", "Production Interconnects", and "Active and Proposed Marcellus Shale Interconnects". In the bottom left corner, there is a NAESB Certified logo with the text "WGQ Version 2.0".

To access Transco System Maps, go to www.1Line.Williams.com and select **Transco Info Postings >Resources>System Maps**

Tariff Filings

The screenshot shows the Williams Transco 1Line Portal website. The header includes the Williams Transco logo, a date bar for Friday - October 11, 2013, and navigation tabs for 1Line, Customer Info, Expansions, Resources, Safety, and Subscriptions. A sidebar on the left lists informational postings such as Capacity, Gas Quality, Index Of Customers, Notices, Posted Imbalances, Regulatory, Standards of Conduct, Tariff, Transactional Reporting, Capacity Release Indices, Downloads, Search, Customer Activities, and Site Map. The main content area displays the Williams Transcontinental Gas Pipe Line Company, LLC logo and the date August 2nd, 2013. It features a draft version of the tariff for discussion purposes only, with a table of contents for Current Year, Previous Years, and Proposed Drafts. The Proposed Drafts section is expanded, showing Delivery Point Entitlements. The text describes the need for periodic updates to the tariff and lists proposed changes to the General Terms and Conditions, Sections 19.1 and 19.2, including updates to language, regulations, industry business practices, standards, and waiver requests. The page also includes a NAESB Certified logo and a list of applicable sections.

Williams Transco

FRIDAY - OCTOBER 11, 2013 | 1Line | Customer Info | Expansions | Resources | Safety | Subscriptions

INFORMATIONAL POSTINGS | OPEN IN NEW WINDOW

- Capacity
- Gas Quality
- Index Of Customers
- Notices
- Posted Imbalances
- Regulatory**
 - FERC Watch
 - NAESB News
 - Rate Case
 - Rates Matrices
 - Tariff Filings**
 - Current Year
 - Previous Years
 - Proposed Drafts**
 - Delivery Point Entitlements
- Standards of Conduct
- Tariff
- Transactional Reporting
- Capacity Release Indices
- Downloads
- Search
- Customer Activities
- Site Map

NAESB Certified

Williams
We make energy happen.™
Transcontinental Gas Pipe Line Company, LLC

August 2nd, 2013

DRAFT VERSION - FOR DISCUSSION PURPOSES ONLY

As regulations and business practices evolve Transco's tariff must be periodically updated to that it remains current and relevant. This is a draft of updates to Transco's tariff that is considered for filing with the FERC. Transco encourages customers to review and provide comments by the due date provided below. We will endeavor to incorporate your comments and feedback prior to making the filing with FERC.

Possible tariff language changes to the General Terms and Conditions, Sections 19.1 and 19.2, to clarify Delivery Point Entitlements (DPE's) as it pertains to individual delivery point operators, Delivery Point(s) and Facility Group(s). Proposed changes include (1) updating language to conform with other sections of the tariff; (2) modifying and updating the language in recognition that regulations, industry business practices and standards, and Transco's tariff have changed since DPEs were first introduced in 1991; (3) Updating procedures for waiver requests of Authorized Daily Overrun Quantities and clarifying Unauthorized Daily Overrun Quantities; and (4) clarifying and defining when and how a Delivery Point or a Facility Group Unauthorized Daily Overrun Penalty would be issued. The proposed changes do not change the terms of the Stipulation and Agreement approved in 1991.

Applicable Sections:

19.1 - Maximum Daily Delivery Point Entitlements

To access Transco Tariff Filings go to www.1Line.Williams.com and select **Transco Info Postings >Regulatory>Tariff Filings**

Maintenance Schedule

The screenshot displays the Williams Transco 1Line Portal. At the top, the Williams Transco logo is on the left, and the 1Line PORTAL logo is on the right. Below the header is a navigation bar with the date "FRIDAY - OCTOBER 11, 2013" and several menu items: 1Line, Customer Info, Expansions, Resources, Safety, and Subscriptions. A left sidebar contains a list of "INFORMATIONAL POSTINGS" including Capacity, Gas Quality, Index Of Customers, Notices, Posted Imbalances, Regulatory, Standards of Conduct, Tariff, Transactional Reporting, Capacity Release Indices, Downloads, Search, Customer Activities, and Site Map. The main content area has tabs for Operational Information, 1Line Timelines, Contacts, and Weather. The "Maintenance Schedule" link under the "1Line Timelines" tab is circled in blue. Below this, the "Pipeline Conditions" section provides posting information and service availability details. To the right, there are sections for "Critical Notices" and "Constraint Points". At the bottom, there are "Operationally Available Tools" including maps for "Operational Capacity" and "Swing Service Delivery Points". A "NAESB Certified" logo is visible in the bottom left corner.

To access Transco's Maintenance Schedule go to www.1Line.Williams.com and select **Transco Info Postings>Maintenance Schedule**

Service Request Forms

The screenshot displays the Williams Transco 1Line Portal. At the top, there's a header with the Williams Transco logo on the left and the 1Line PORTAL logo on the right. Below the header is a navigation bar with tabs: FRIDAY - OCTOBER 11, 2013, 1Line, Customer Info, Expansions, Resources, Safety, and Subscriptions. The main content area is divided into two columns. The left column contains a list of informational postings: Capacity, Gas Quality, Index Of Customers, Notices, Posted Imbalances, Regulatory, Standards of Conduct, Tariff, Transactional Reporting, Capacity Release Indices, Downloads, Search, Customer Activities, and Site Map. The right column is titled 'INFORMATIONAL POSTINGS' and contains a list of service request forms: 1Line Service Agreement, 1Line Testing and Training Agreement, Agency Appointment Form, Agreements Requiring Electronic Execution, Business Associate Online Form, Online Credit Application Form, Delivery Point Operator Designation Form, Discount Request Form, IT Agreement, Location Identification Form, Park & Loan - Loaning Agreement, Park & Loan - Parking Agreement, Pooling Agreement, Service Request, TPA Agreement - EDM, TPA Agreement - FTP, and TPA Worksheet. Below the list of forms, there are two maps: 'Operational Capacity' and 'Swing Service Delivery Points'. At the bottom right, there are links for 'Upcoming 2013 Federal Banking Holiday' and 'Open Season for Available Firm Storage Capacity on Transco'.

Williams Transco 1Line PORTAL

FRIDAY - OCTOBER 11, 2013 | 1Line | Customer Info | Expansions | Resources | Safety | Subscriptions

INFORMATIONAL POSTINGS

Capacity | Gas Quality | Index Of Customers | Notices | Posted Imbalances | Regulatory | Standards of Conduct | Tariff | Transactional Reporting | Capacity Release Indices | Downloads | Search | Customer Activities | Site Map

Operational Information | **1Line Timelines**

Pipeline Conditions

Posting Date: 10/07/2013 09:11
 Park, Loan Payback and ISS - Service Available beginning 09/23/2013
 Loan; Take away of Parked gas - Service Available beginning 03/26/2013
Park/Loan/ISS: For more information, please call Suzie 713.215.4626 or Laurie 713.215.4351
 Excess WSS Injections - Not Available beginning 04/09/2013
 Excess GSS Injections - Not Available beginning 04/09/2013
 Excess GSS Withdrawals - Available beginning 04/09/2013
 Excess WSS Withdrawals - Available beginning 03/26/2013
 Due-to-shipper or OBA party transactions: Available beginning 01/26/2013
 Due-from-shipper or OBA party transactions: Available beginning 09/23/2013
WSS/GSS/OBA: For more information, please call your Transportation Services representative
 Auto Pool Balancing - 1% beginning with the Timely nomination cycle for 08/28/2010
As of 10/04/2013 Transco's EIA Form 912 Reported Storage Balance: 79.03%
 Hydrocarbon Content for Pentane and Heavier Components (C5+): not to exceed 0.23 mol% or process to mainline delivery
 For OFO information - Watch Critical Notices

Operationally Available Tools

[Operational Capacity](#) | [Swing Service Delivery Points](#)

NAESB Certified

Service Request Forms:

- 1Line Service Agreement
- 1Line Testing and Training Agreement
- Agency Appointment Form
- Agreements Requiring Electronic Execution
- Business Associate Online Form
- Online Credit Application Form
- Delivery Point Operator Designation Form
- Discount Request Form
- IT Agreement
- Location Identification Form
- Park & Loan - Loaning Agreement
- Park & Loan - Parking Agreement
- Pooling Agreement
- Service Request
- TPA Agreement - EDM
- TPA Agreement - FTP
- TPA Worksheet

[Upcoming 2013 Federal Banking Holiday 10/08/2013 11:29:30 AM](#)

[Open Season for Available Firm Storage Capacity on Transco](#)

To access Service Request Forms go to www.1Line.Williams.com and select **Transco Info Postings>Resources>Agreements/Forms>Service Request**

Questions?

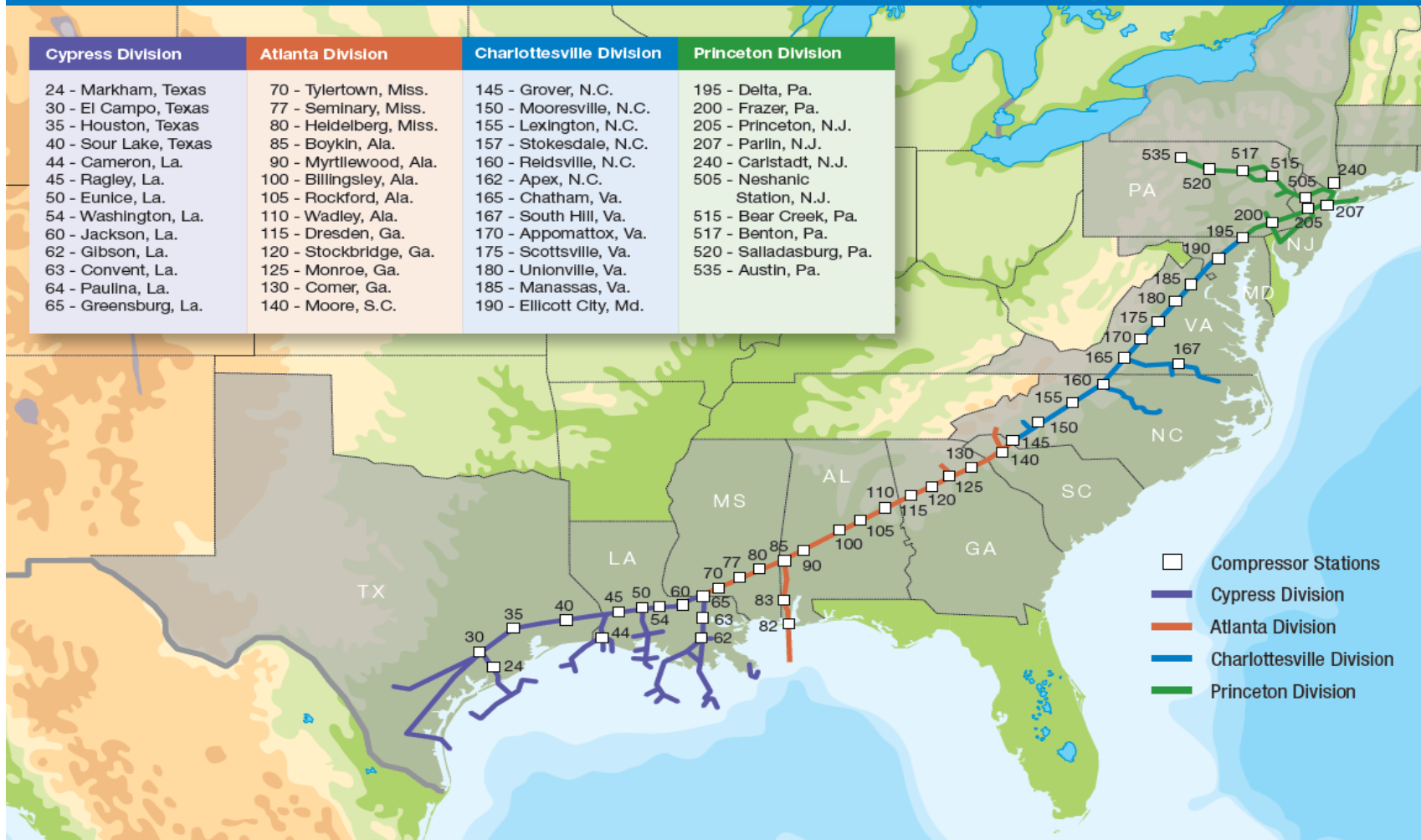
2014 Construction & Maintenance

OE System Planning Atlantic/Gulf

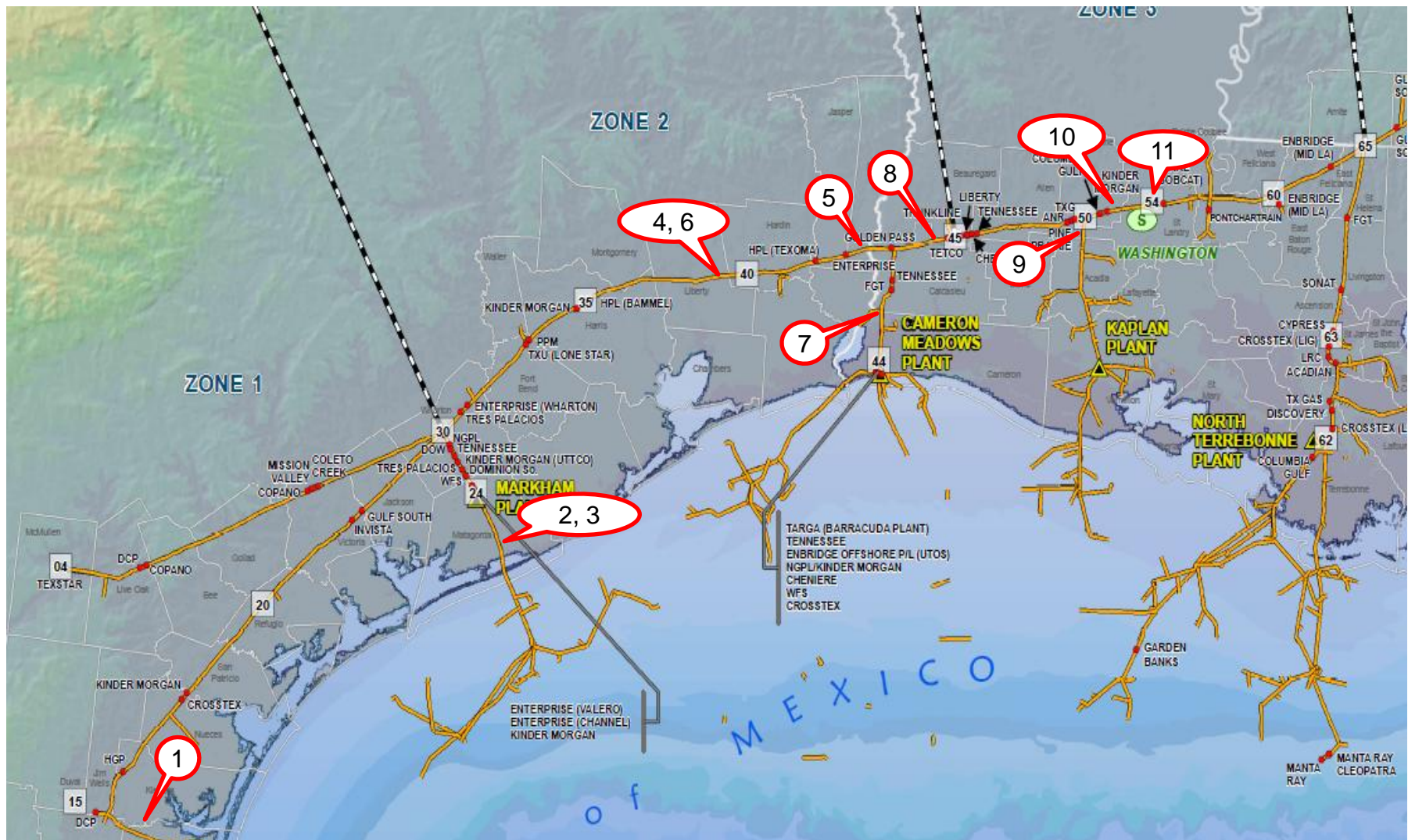
Williams Gas Pipeline -Transco

System Work Summary

Williams Gas Pipeline – Transco System



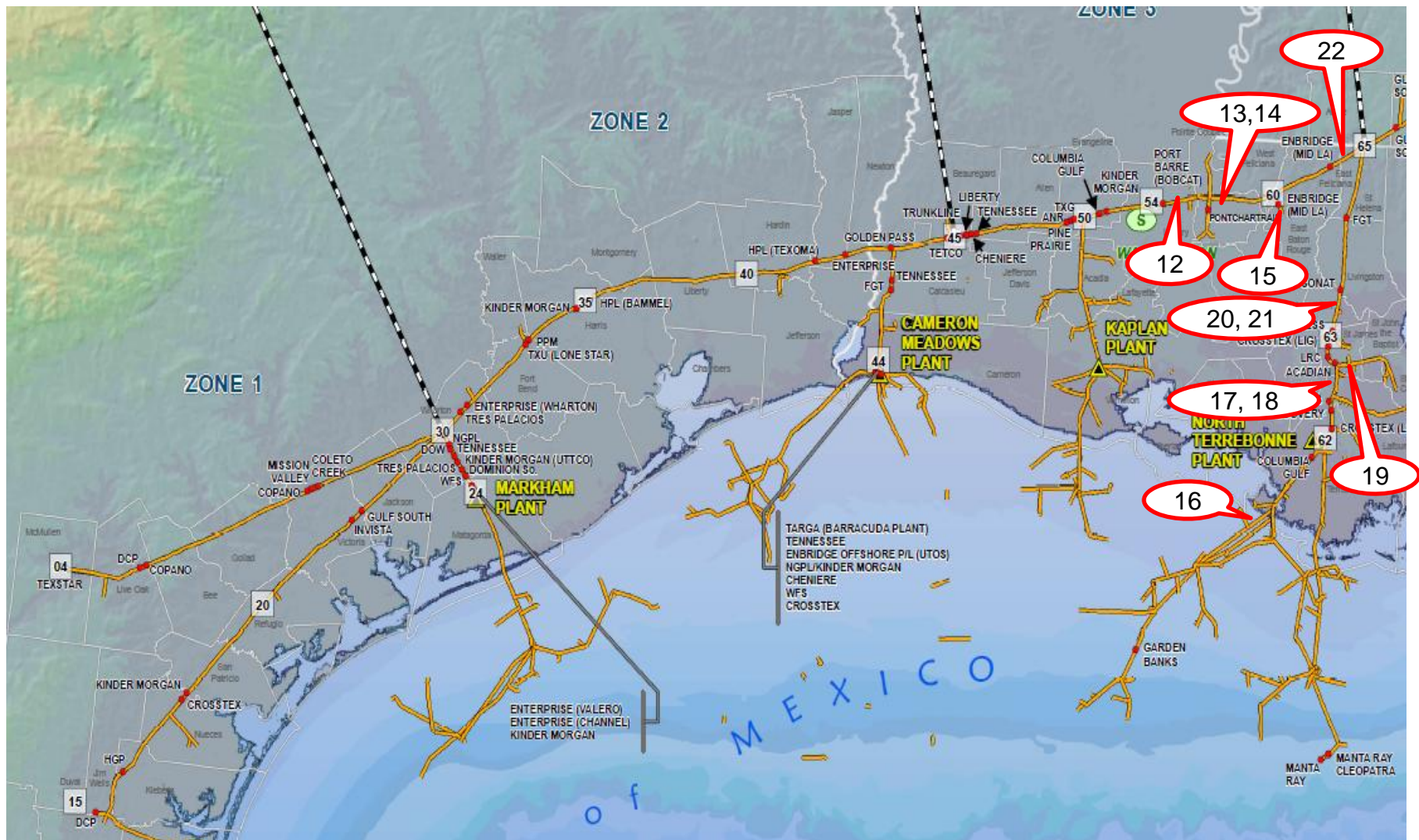
Cypress Division Work - Map A



Cypress Division Work – Chart A

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out /Potentially Affected
1	Facility Modifications	Padre Island Lateral				Kenedy	1447, 1534, 1569, 1659, 1695, 1701, 1707, 1727, 1747, 1760
2	Facility Modifications	30" N Markham Lateral A (TCA45 to Sta. 24).	0	23.07	30	Matagorda	1648, 1654, 1685, 1706, 1728, 1768, 3298
3	Facility Modifications	36" N Markham Lateral B (TCB45 to Sta. 24).	0	23.07	36	Matagorda	None
4	Pipe Inspection	30" M/L B (35B15 to Sta. 40).	346.72	389.04	30	Harris, Liberty, Hardin	1720, 1745
5	Pipe Inspection	30" M/L A (Sta. 40 to Sta. 45).	389.29	467.81	30	Hardin, Jasper, Newton, Calcasieu, Beauregard	1638, 1765, 1738, 2902, 4507
6	Anomaly Investigations	30" M/L A (Sta. 35 to Sta. 40).	327.42	389.04	30	Harris, Liberty, Hardin	1626, 1628, 1715, 3249, 4359
7	Facility Modifications	36" Cameron B/ SWLA Lateral C (Sta. 44 to LW605).	0	20.26	36	Cameron, Calcasieu	None
8	Pipe Inspection	42" M/L C (BOL to Sta. 45).	444.95	467.81	42	Calcasieu, Beauregard	4449, 3597, 2698
9	Anomaly Investigations	20" Central LA Lateral A (Egan Jct. to Sta. 50)	0	23.62	20	Evageline, St. Landry, Acadia	2909, 2876
10	Pipe Inspection	36" M/L C (Sta. 50 to Atchafalaya River).	517.39	559.82	36	Evageline, St. Landry	None
11	Facility Modifications	36" Washington Storage Lateral	542.04		36	St. Landry	Washington Storage - 4325, 3309

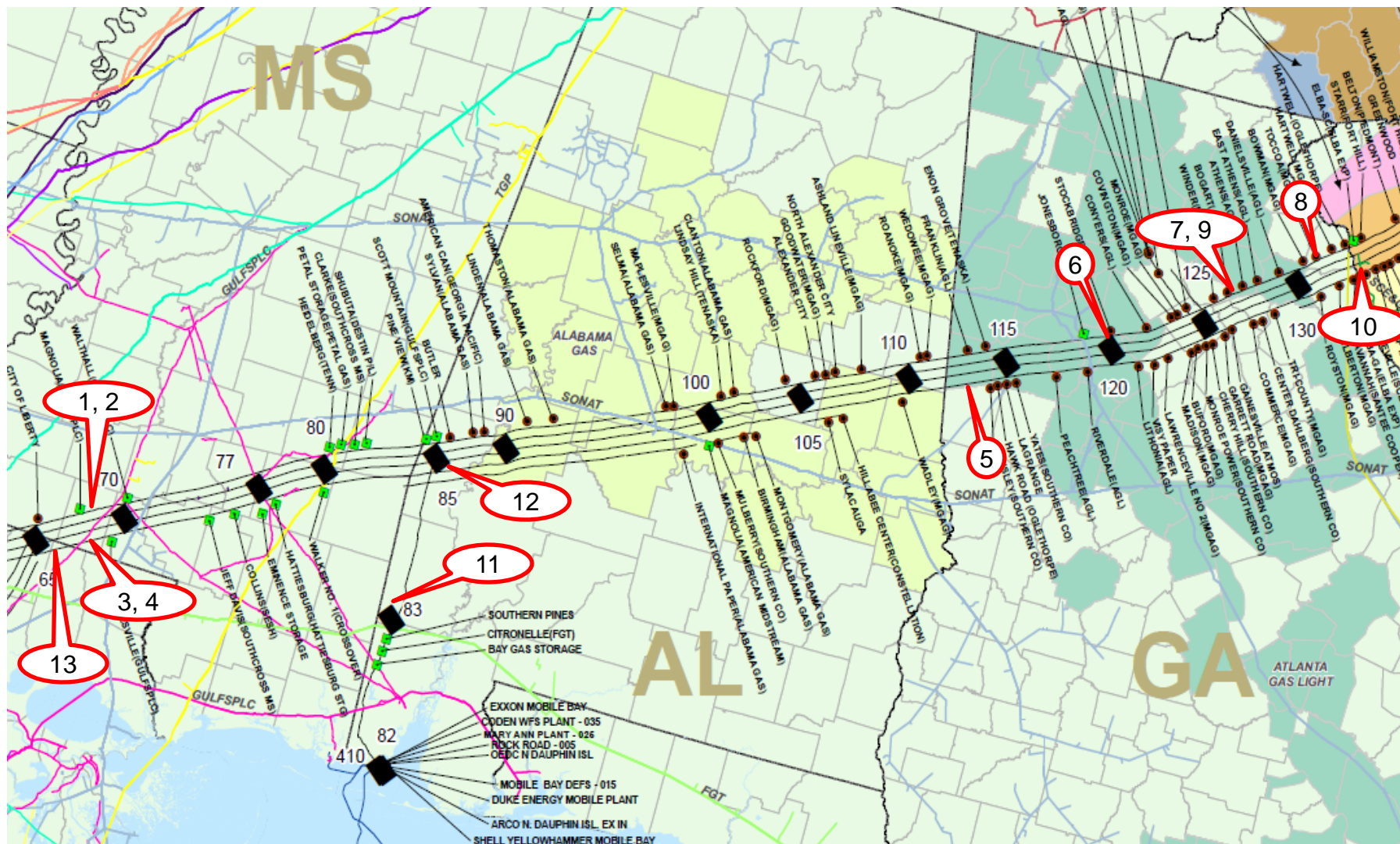
Cypress Division Work – Map B



Cypress Division Work – Chart B

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out /Potentially Affected
12	Facility Modifications	42" M/L D (Sta. 54 to Atchafalaya River).	542.04	559.82	42	St. Landry	None
13	Anomaly Investigations	36" M/L C (Atchafalaya River to Mississippi River).	559.82	583.17	36	Pointe Coupee	None
14	Pipe Inspection	30" M/L B (Atchafalaya River to Mississippi River).	559.82	583.17	30	Pointe Coupee	None
15	Anomaly Investigations	12" Port Hudson Lateral	588.60		12	E. Feliciana, E. Baton Rouge	2692, 4534
16	Pipe Inspection	SELA C (Mosquito Bay to Sta. 62).	101.68	130.87	30	Terrebonne	2181, 2653, 3235, 2633
17	Pipe Inspection	30" Larose Lateral	85.24		30	Lafourche	3590
18	Pipe Inspection	SELA Mississippi River Crossings	65.54		30	St. James	None
19	Hydrotest	12" Hester Storage Lateral	63.38		12		4526, 4636
20	DOT Replacement	SELA B & C MP 47.21, 47.43 (63-10 to 63-20 valve).	33.31	53.25	30	Livingston, Ascension	4398, 2829 - B Line 7323 - C Line
21	DOT Replacement	SELA B MP 53.96 (Sta. 63 to 63B10).	0	53.25	30	St. Helena, Livingston, Ascension, St. James	None
22	Pipe Inspection	36" M/L B (Mississippi River to Sta. 65).	583.17	626.32	36	W. Feliciana, E. Feliciana, St. Helena	4399

Atlanta Division Work



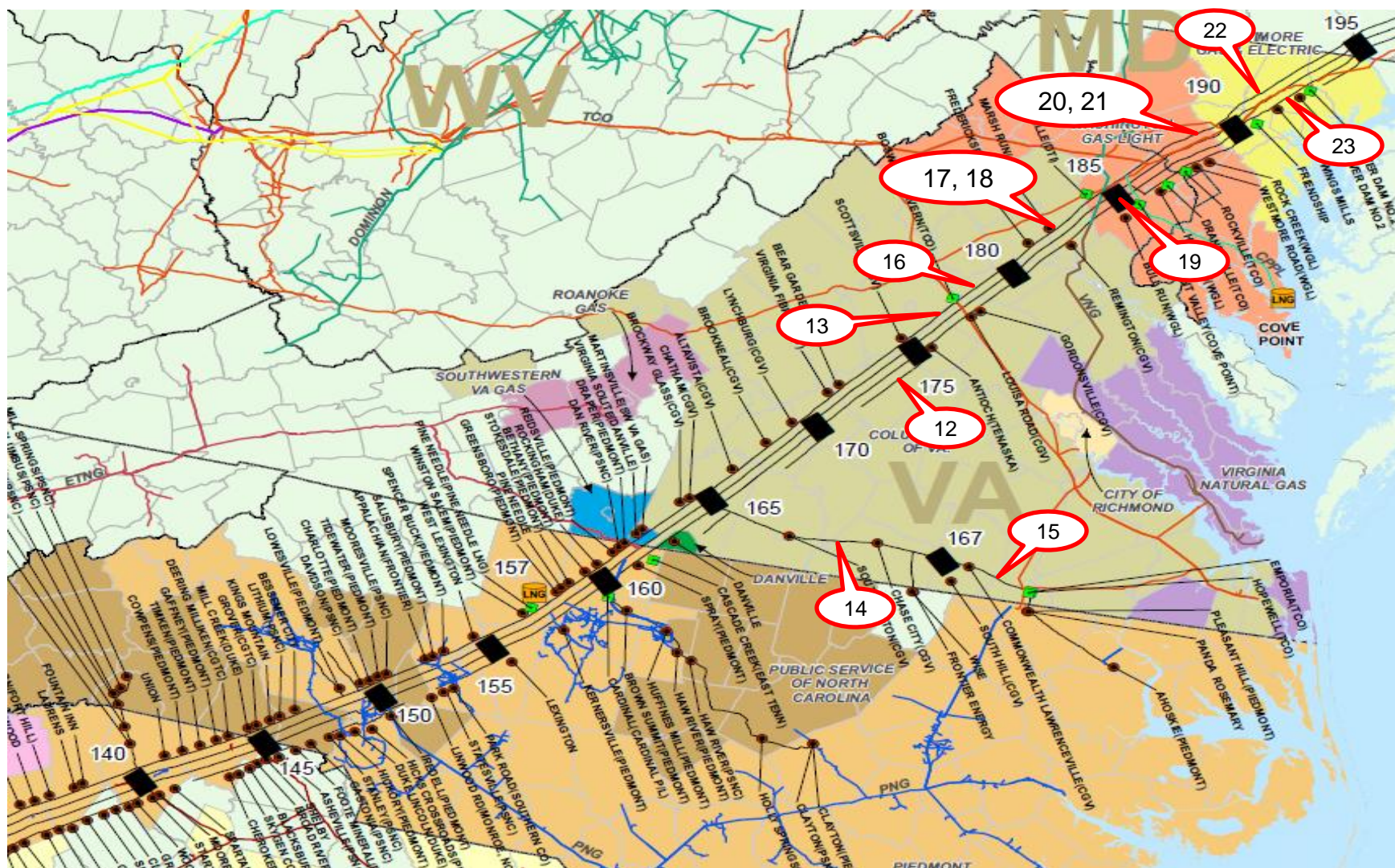
Atlanta Division Work

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out / Potentially Affected
1	Anomaly Investigations	30" M/L A (Amite River to Sta. 70)	616.09	661.59	30	St. Helena, Amite, Pike, Walthall	4483, 4150
2	Pipe Inspection	36" M/L B (Sta. 65 to Sta. 70).	626.77	661.59	36	St. Helena, Amite, Pike, Walthall	None
3	Pipe Inspection	36" M/L C (Sta. 65 to Sta. 70).	626.77	661.59	36	St. Helena, Amite, Pike, Walthall	3589
4	Anomaly Investigations	42" M/L E (Sta 85 to Sta. 90).	784.30	811.13	42	Choctaw, Marengo	None
5	Pipe Inspection	42 M/L D (Sta. 110 to Sta. 120).	969.48	1048.34	42	Randolph, Heard, Fayette, Clayton, Henry	None
6	Facility Modifications	Sta. 120, Yard piping	1048.34			Henry	None
7	Pipe Inspection	36" M/L B (Sta. 120 to Sta. 130).	1048.34	1124.71	36	Henry, Rockdale, Dekalb, Newton, Walton, Oconee, Clarke	None
8	Pipe Inspection	30" M/L A (Sta. 130 to Savannah River).	1124.71	1148.36	30	Madison, Elbert, Hart	None
9	Pipe Inspection	42" M/L D (Sta. 120 to Sta. 130).			42	Henry, Rockdale, Dekalb, Newton, Walton, Oconee, Clarke	7065
10	Pipe Inspection	42" M/L D (Sta. 130 to Sta. 140).	1124.71	1205.89	42	Madison, Elbert, Hart, Anderson, Greenville, Laurens, Spartanburg	None
11	Facility Modifications	Sta. 83, MBS Ph 3 Expansion	68.37			Mobile	All Mobile Bay Meters
12	Facility Modifications	Sta. 85, MBS Ph 3 Expansion	784.30			Choctaw	All Mobile Bay Meters
13	Facility Mods, Pipe Inspection	42" M/L D (Sta. 65 to 65D15)	626.77	632.92	42	St. Helena, Amite	None

Charlottesville Division Work- Chart A

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out / Potentially Affected
1	Pipe Inspection	30" M/L A (Sta. 145 to Sta. 150).	1247.08	1287.11	30	Cleveland, Gaston, Lincoln, Mecklenburg, Iredell	None
2	Pipe Inspection	36" M/L B (Sta. 145 to Sta. 150).	1247.08	1287.11	36	Cleveland, Gaston, Lincoln, Mecklenburg, Iredell	None
3	Pipe Inspection	36" M/L C (Sta. 145 to Sta. 150).	1247.08	1287.11	36	Cleveland, Gaston, Lincoln, Mecklenburg, Iredell	None
4	Pipe Inspection	42" M/L D (145D20 to Sta. 150).	1269.91	1287.11	42	Gaston, Lincoln, Mecklenburg, Iredell	None
5	Facility Modification	Sta. 150, Yard Valving	1287.11			Iredell	
6	DOT Replacement	30" M/L A (Sta. 155 to 155A20).	1326.13	1356.66	30	Davidson, Forsyth, Guilford	None
7	Anomaly Investigations	30" M/L B (Sta. 150 to Sta. 155).	1287.28	1326.11	30	Iredell, Rowan, Davie, Davidson	None
8	Pipe Inspection	36" M/L C (Sta. 150 to 155C20).	1287.28	1355.15	36	Iredell, Rowan, Davie, Davidson, Forsyth, Guilford	None
9	Pipe Inspection	36" M/L C (155C21 to 160C15).	1356.66	1393.33	36	Guilford, Rockingham, Pittsylvania	None
10	Pipe Inspection	30" M/L B (155B2 to 160B10).	1331.38	1386.33	30	Davidson, Forsyth, Guilford, Rockingham	None
11	Facility Mods, Pipe Inspection	42" M/L D (V382 to Sta. 170).	1436.31	1457.00	42	Campbell, Appomattox	None

Charlottesville Division Work – Map B



Charlottesville Division Work – Chart B

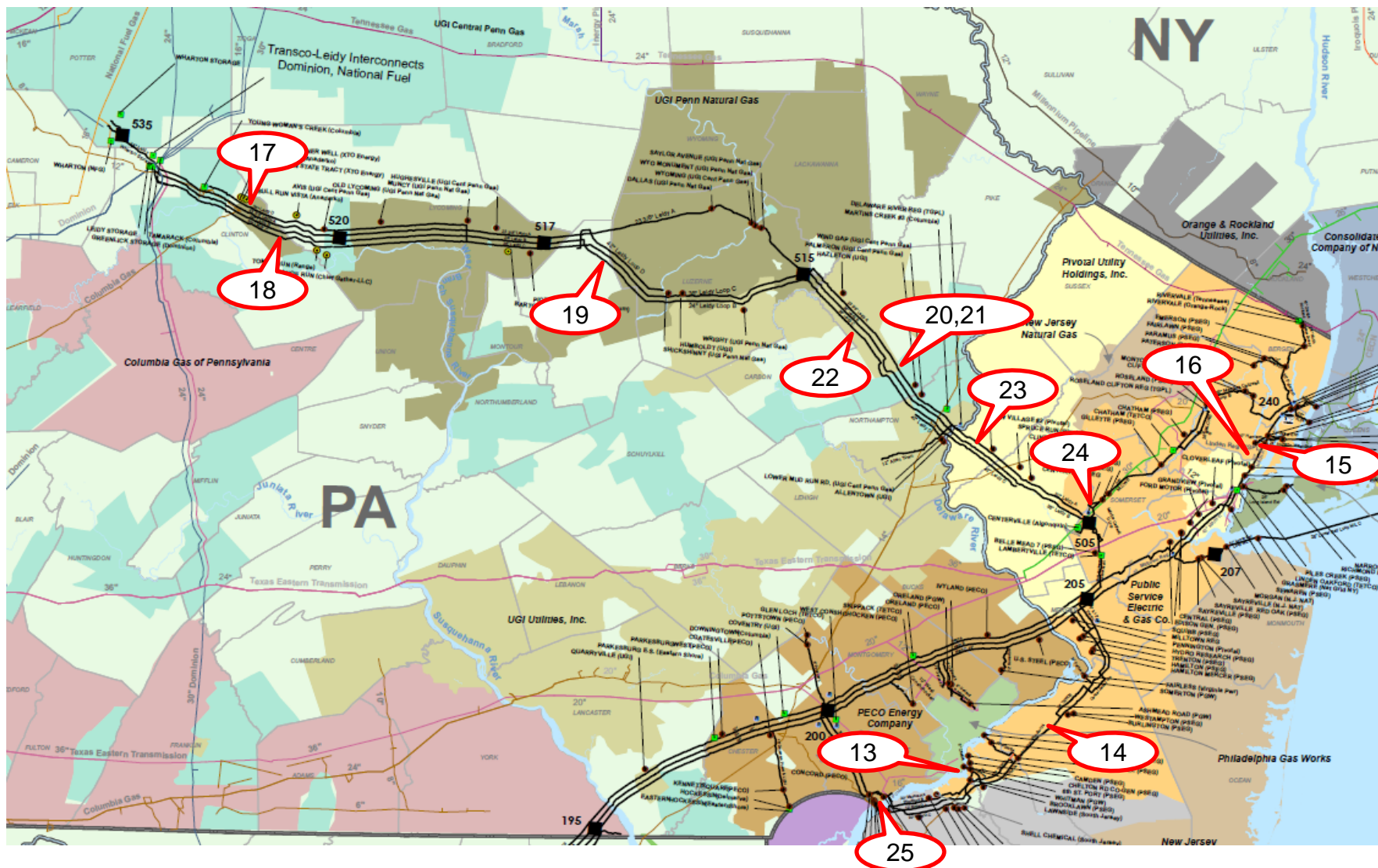
Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out /Potentially Affected
12	Facility Mods, Pipe Inspection	42" M/L D (170D10 to Sta. 175)	1472.72	1499.37	42	Buckingham, Fluvanna	None
13	DOT Replacement	30, 36" M/L A-B-C MP 1507 (175-10 to 175-20)	1506.11	1521.82	30, 36	Fluvanna, Louisa	None
14	Anomaly Investigations	20" SVA Lateral (Sta. 165 to Sta. 167)	0	69.10	20	Pittsylvania, Halifax, Charlotte, Mecklenburg	7249, 7253, 7365, 7266, 7268, 7261, 7264, 7319, 7341, 7274
15	Anomaly Investigations	20" SVA Lateral (Sta. 167 to EOL)	69.12	144.66	20	Pittsylvania, Halifax, Charlotte, Mecklenburg, Brunswick, Greenville, Northampton, Hertford	7268, 7261, 7264, 7319, 7341, 7274
16	Anomaly Investigations	30" M/L A (James River to Sta. 180)	1494.21	1540.37	30	Fluvanna, Louisa, Orange	None
17	Anomaly Investigations	30" M/L A (Sta. 180 to Sta. 185).	1540.37	1583.37	30	Orange, Culpepper, Fauquier, Prince William	None
18	Pipe Inspection	30" M/L B (180B10 to 185B5)	1557.76	1584.86	30	Fauquier, Prince William, Fairfax	None
19	Station Work	Sta. 185, Valve controls	1583.37			Prince William	None
20	Pipe Inspection	30" M/L B (V358 to Sta. 190)	1589.60	1628.74	30	Fairfax, Montgomery, Howard	None
21	DOT Replacement	36" M/L C MP 1621 (185C20 to Sta. 190)	1616.23	1628.74	36	Howard	None
22	DOT Replacement	30,36" M/L A-B-C MP 1632 (Sta. 190 to 190-5)	1628.94	1636.46	30, 36	Howard, Baltimore	None
23	Anomaly Investigations	36" M/L C (Sta. 190 to Sta. 195)	1628.94	1674.55	36	Howard, Baltimore, Harford, York	None

The map displays the Philadelphia region with the Delaware River to the east. Major highways shown include I-76, I-95, and I-476. Utility infrastructure is marked with lines and labels for companies like UGI Utilities, Inc., PECO Energy Company, and Public Service Electric & Gas Co. Numbered callouts (1-12) are placed on the map to indicate specific locations or infrastructure points of interest. The map also shows various local roads, bridges, and geographical features like the Schuylkill River and the Delaware River.

Princeton Division Work – Chart A

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out/Potentially Affected
1	Facility Modifications	Sta. 195, NEC Expansion	1674.59			York	None
2	Facility Modifications	30" M/L A (Sta. 195 to Downingtown).	1674.58	1715.08	30	York, Lancaster, Chester	None
3	Pipe Inspection	42" M/L A (Downingtown to Sta. 200).	1715.08	1722.17	42	Chester	None
4	Pipe Inspection	30" M/L B (Sta. 195 to 195B20).	1722.40	1747.93	30	Chester, Montgomery	None
5	Pipe Inspection	36" M/L B (195B20 to Sta. 200).	1708.85	1722.17	36	Chester	None
6	Pipe Inspection	42" M/L C (200C10 to Delaware River).	1738.95	1765.27	42	Montgomery, Bucks	None
7	Anomaly Investigations	30" M/L A (Sta. 200 to Delaware River).	1722.40	1765.27	30	Chester, Montgomery	None
8	Facility Modifications	Sta. 205 Oil Coolers	1773.33			Mercer	None
9	Anomaly Investigations	30" M/L A (Sta. 205 to Raritan River).	1770.99	1794.70	30	Mercer, Somerset, Middlesex	None
10	Anomaly Investigations	42" M/L E (Raritan River to Linden Regulator).	1795.00	1808.20	42	Middlesex, Union	None
11	Pipe Inspection	30" M/L A (Raritan River to Passaic River).	1795.00	1819.10	30	Middlesex, Union, Essex	6323, 6023, 6031, 6033
12	Anomaly Investigations	42" M/L E (Milltown Regulator to Raritan River).	1790.84	1794.70	42	Middlesex	None

Princeton Division Work – Map B



Princeton Division Work – Chart B

Job #	Type	Description	MP From	MP To	Dia	County/Parish	Meters Out / Potentially Affected
13	Hydrotest	10" PGW Lateral A (Delaware Crossing)	3.89	4.70	10	Camden, Philadelphia	6093
14	Anomaly Investigations	Trenton Woodbury A	30.53	36.83	36	Camden, Burlington	6069, 6275, 6143
15	Anomaly Investigations	Harrison Lateral	1819.30		10	Hudson	6039
16	Facility Modifications	Bayonne Lateral	1816.50			Essex	6323
17	Pipe Inspection	30" Leidy Line C (Sta. 520 to 520LC30).	157.64	193.97	30	Clinton, Lycoming	None
18	Pipe Inspection	36" Leidy Line D (Sta. 5 20 to 520LD25).	157.64	183.55	36	Clinton, Lycoming	None
19	Pipe Inspection	36" Leidy Line C (517LC10 to Sta. 515).	68.97	129.52	36	Lycoming, Columbia, Luzerne	3602
20	Pipe Inspection	23.875" Leidy Line A (Sta. 515 to Delaware River).	29.77	68.95	23.875	Luzerne, Monroe, Northampton	None
21	Anomaly Investigations	24" Leidy Line B (Sta. 515 to Delaware River)	29.77	68.95	24	Luzerne, Monroe, Northampton	None
22	Anomaly Investigations	36" Leidy Line C-B (Sta. 515 to Sta. 505).	0	68.95	36	Luzerne, Monroe, Northampton, Warren, Hunterdon, Somerset	None
23	Anomaly Investigations	36" Leidy Line C (Clinton M&R to Delaware River).	12.51	29.67	36	Warren, Hunterdon	None
24	Pipe Inspection	42" M/L Caldwell D (Sta. 505 to 505D05).	1789.71	1794.83	42	Somerset	None
25	Anomaly Investigations	20" Marcus Hook	18.73		20	Delaware	6041

Types of Jobs

- *Pipe Inspection*
- *Anomaly Investigations*
- *DOT Replacements*
- *Hydrotests*
- *Facility Modifications*



- > Depending on the work & the scope of the project, meters listed may be affected.
- > Be sure to check 1Line EBB for dates

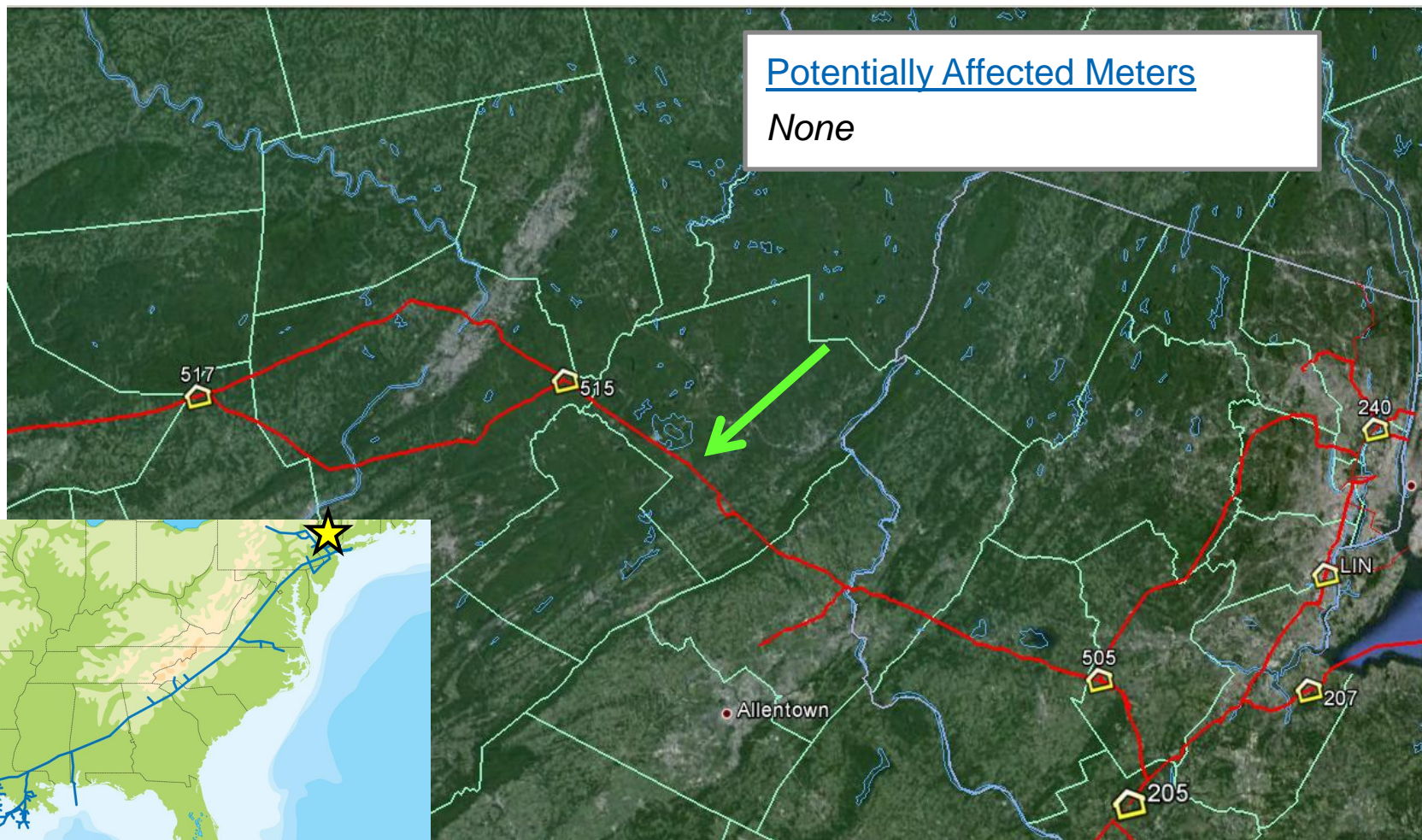
Pipeline Inspection

- > Pigging the pipeline for cleaning purposes and to check for anomalies.
 - > Corrosion
 - > Coating damage
 - > Dents



Pipeline Inspection

- > Running pigs on Leidy A-Line from Station 515 to the Delaware River regulator station

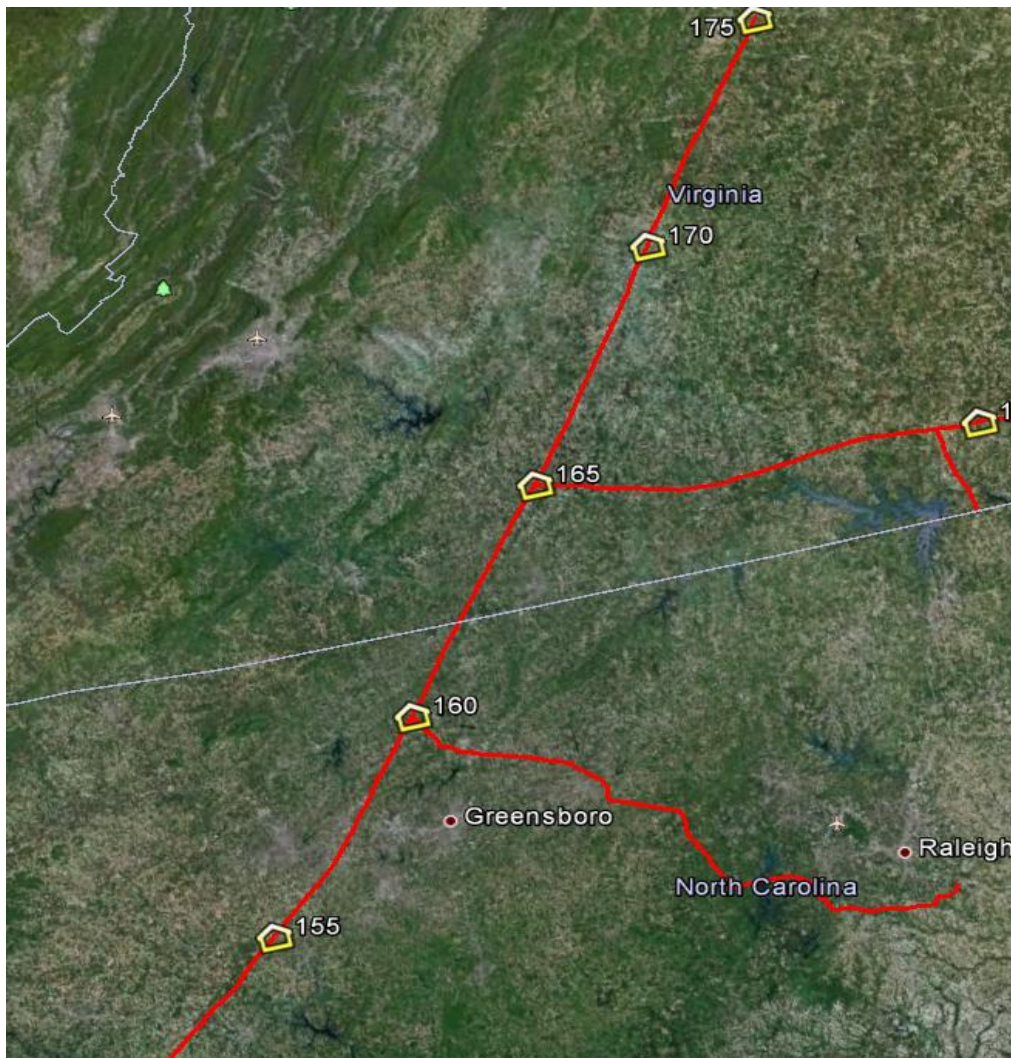


Anomaly Investigations



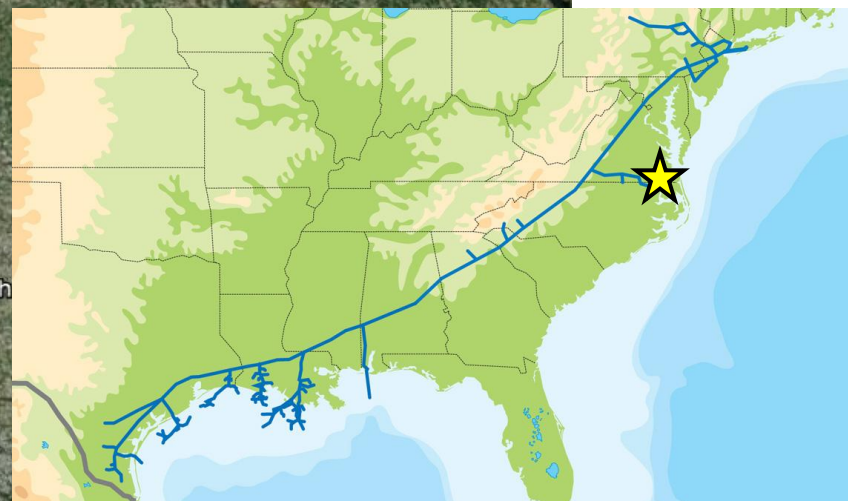
- > What is an anomaly dig?
 - > A pipeline excavation for means of direct assessment and repairs or replacement if necessary.
- > What prompts anomaly digs?
 - > Data received from smart pigs shows an irregularity in wall thickness that warrants examination.
- > Types of digs
 - > Immediate dig – If the smart pig data shows severe wall loss, we will immediately reduce line pressure in that segment and perform the anomaly dig. There will be limited advanced notice.
 - > Scheduled dig – the smart pig data shows potential wall loss, but not to an extent that pipeline integrity is compromised. The anomaly dig may be scheduled during a low-load season where impacts to flow are minimized.
- > Impacts Depend on:
 - > Type of dig
 - > Location of anomaly – do we have looped lines in the area?
 - > Season – if we are in a low-load season there may be minimal impact.

Anomaly Investigations on the South Virginia Lateral



Potentially Affected Meters

7249 7253 7365 7266 7268
7262 7261 7264 7319 7341 7274

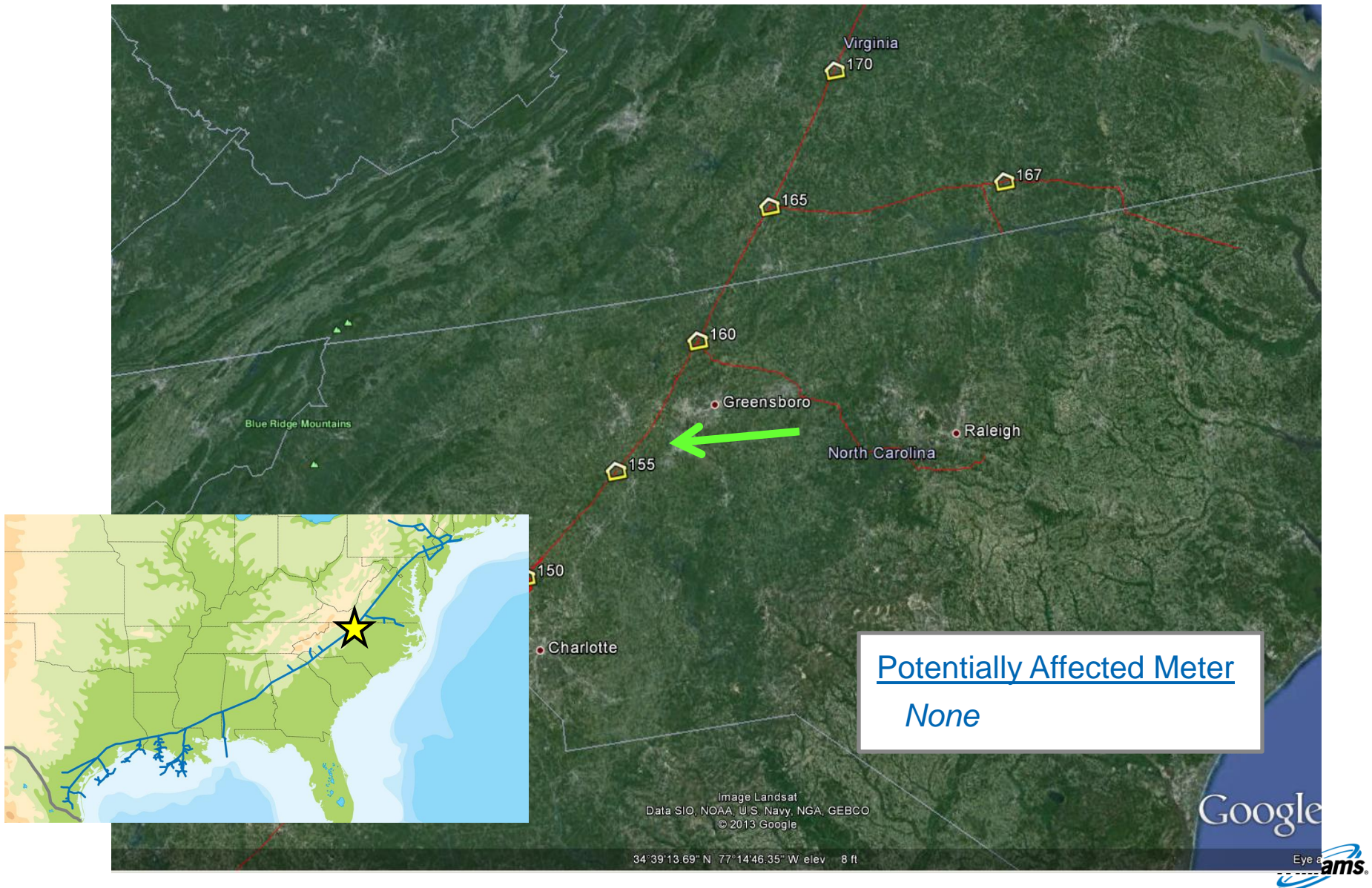


Replacements

- > What situation might lead to a pipe replacement?
 - > Anomaly or physical damage
 - > DOT class location change
 - > Desire to increase line pressure through a section



DOT Replacement – 30" Mainline A, Station 155 to 155A20 Valve

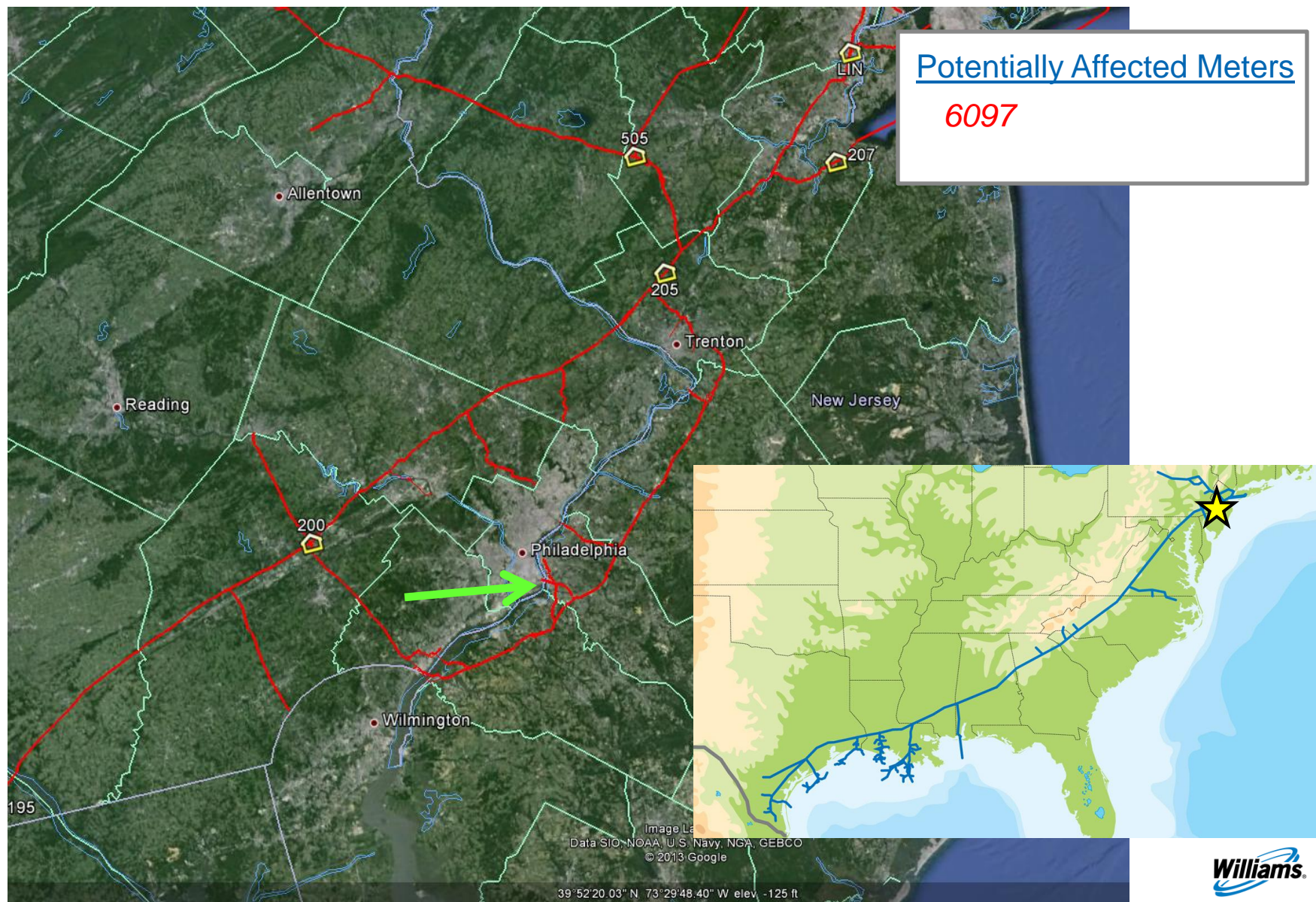


Hydrotests

- > Testing with pressurized water to ensure pipeline safety
- > Hydrotesting is required for:
 - > New pipeline segments
 - > Segments that are being up-rated



Delaware River Hydrotest – 10" PGW Lateral A



Facility Modifications

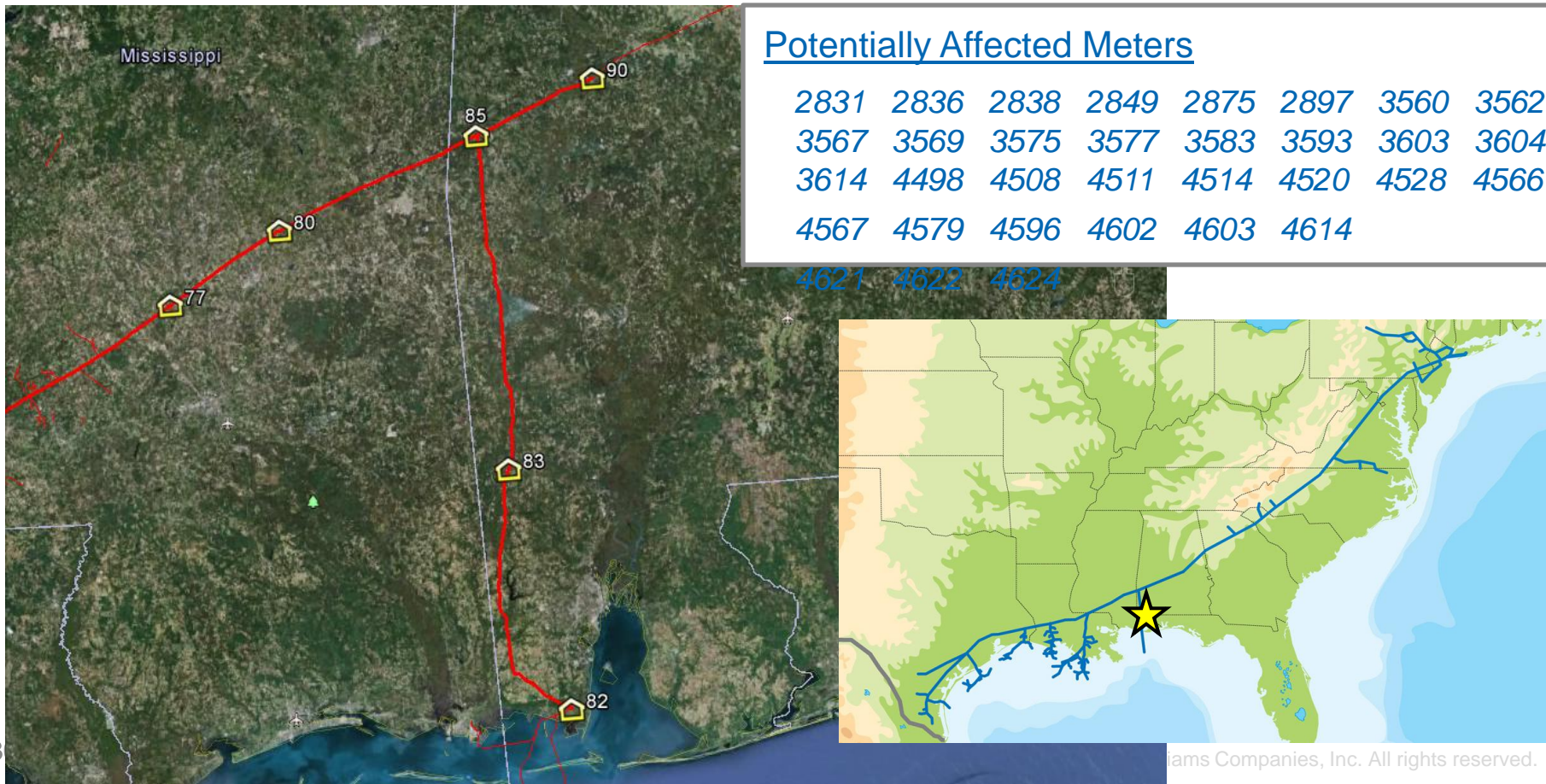
- > Pig launchers / receiver installation
- > Station expansions / repairs
- > Etc



Facility Modifications – Mobile Bay South Ph 3

> Station Work

- > Station 85 turbine addition
- > Station 83 turbine upgrade and compressor rewheel
- > Meter station expansion



Now What?

Individual Project Updates

- > Transco's 1Line closer to job start date

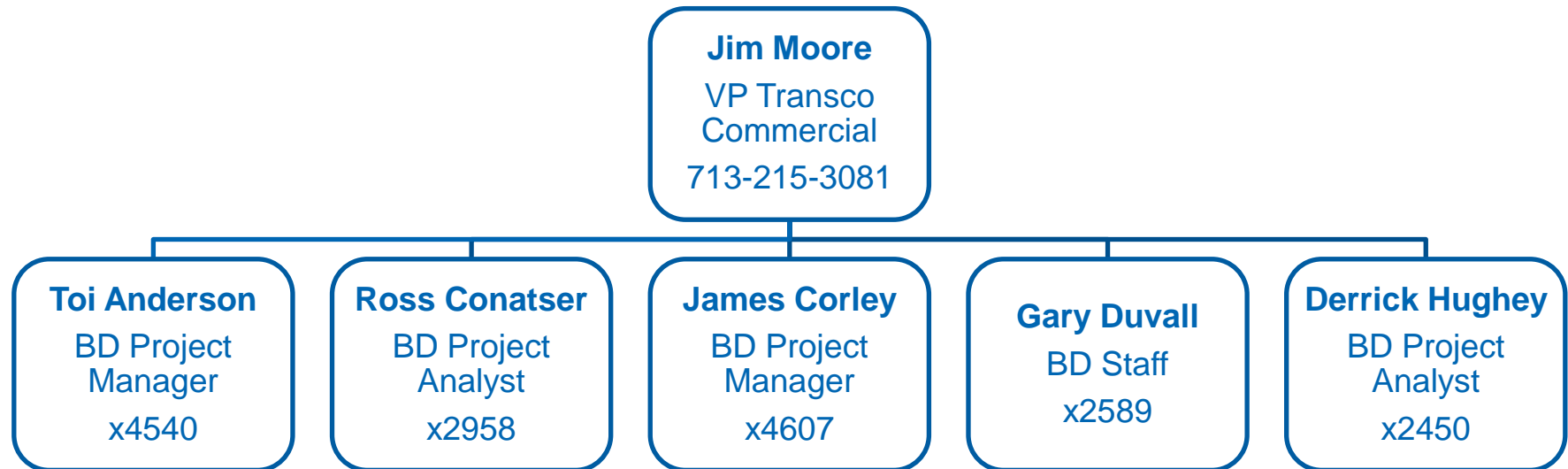
Further Questions?

- > Rich Truxell (*Manager, Pipeline Control*)
 - > 713-215-4041
 - > richard.w.truxell@williams.com
- > John Cassapo (*Supervisor, OE System Planning Atlantic/Gulf*)
 - > 713-215-2748
 - > john.m.cassapo@williams.com
- > Your Transco Representative

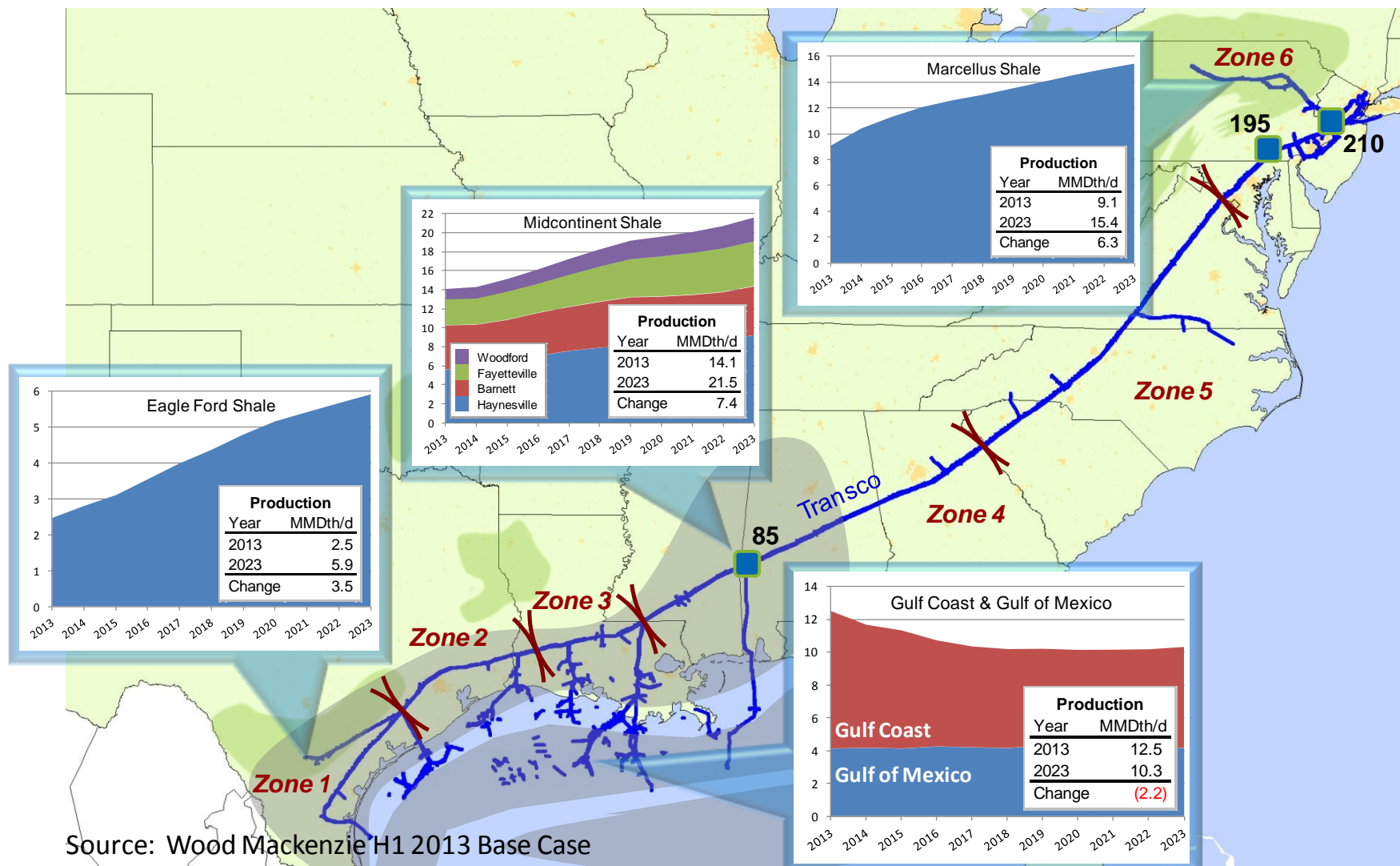


Transco Business Development Group

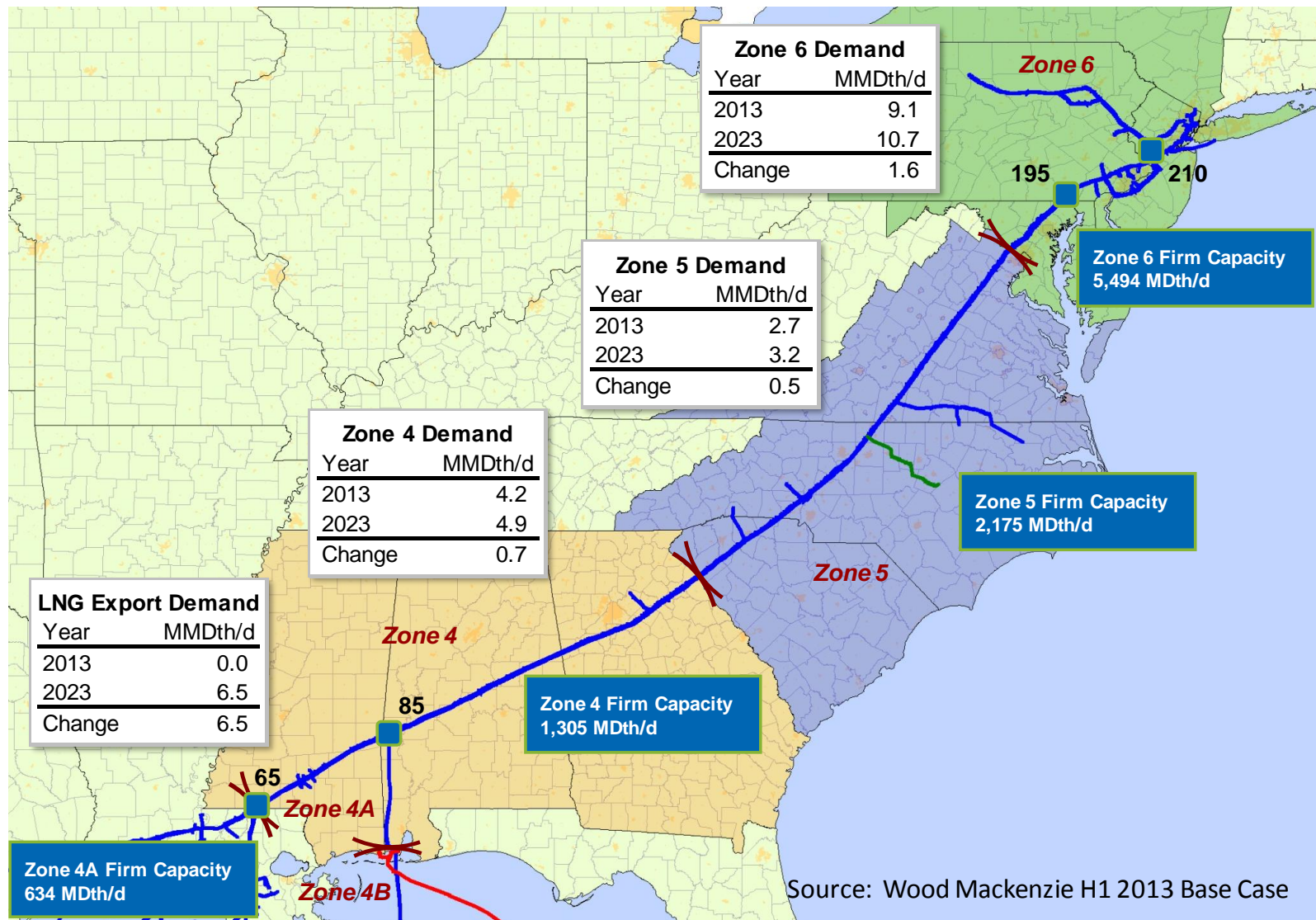
Transco Business Development Group



Game-Changing Shale Supplies

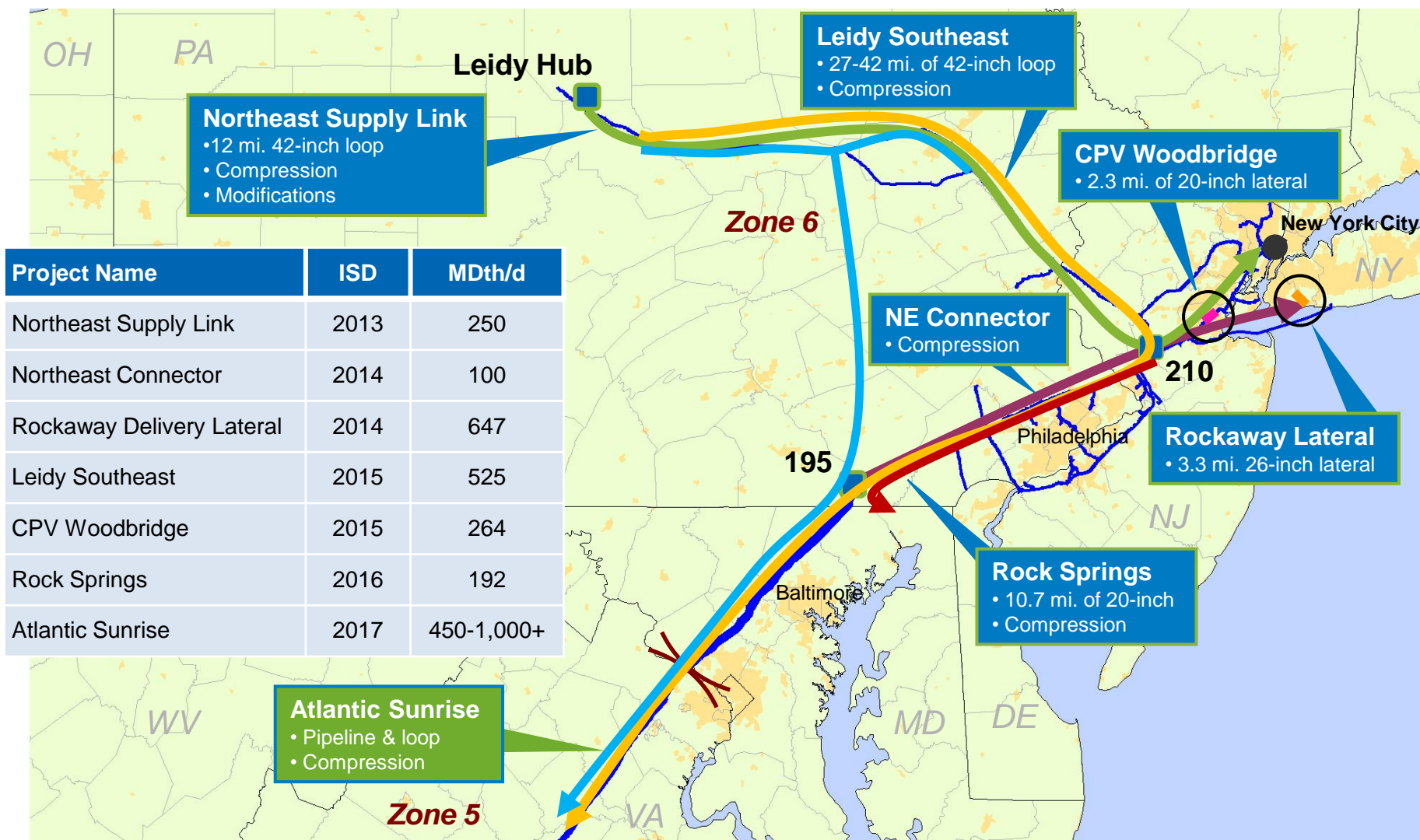


Projected demand growth by Zone

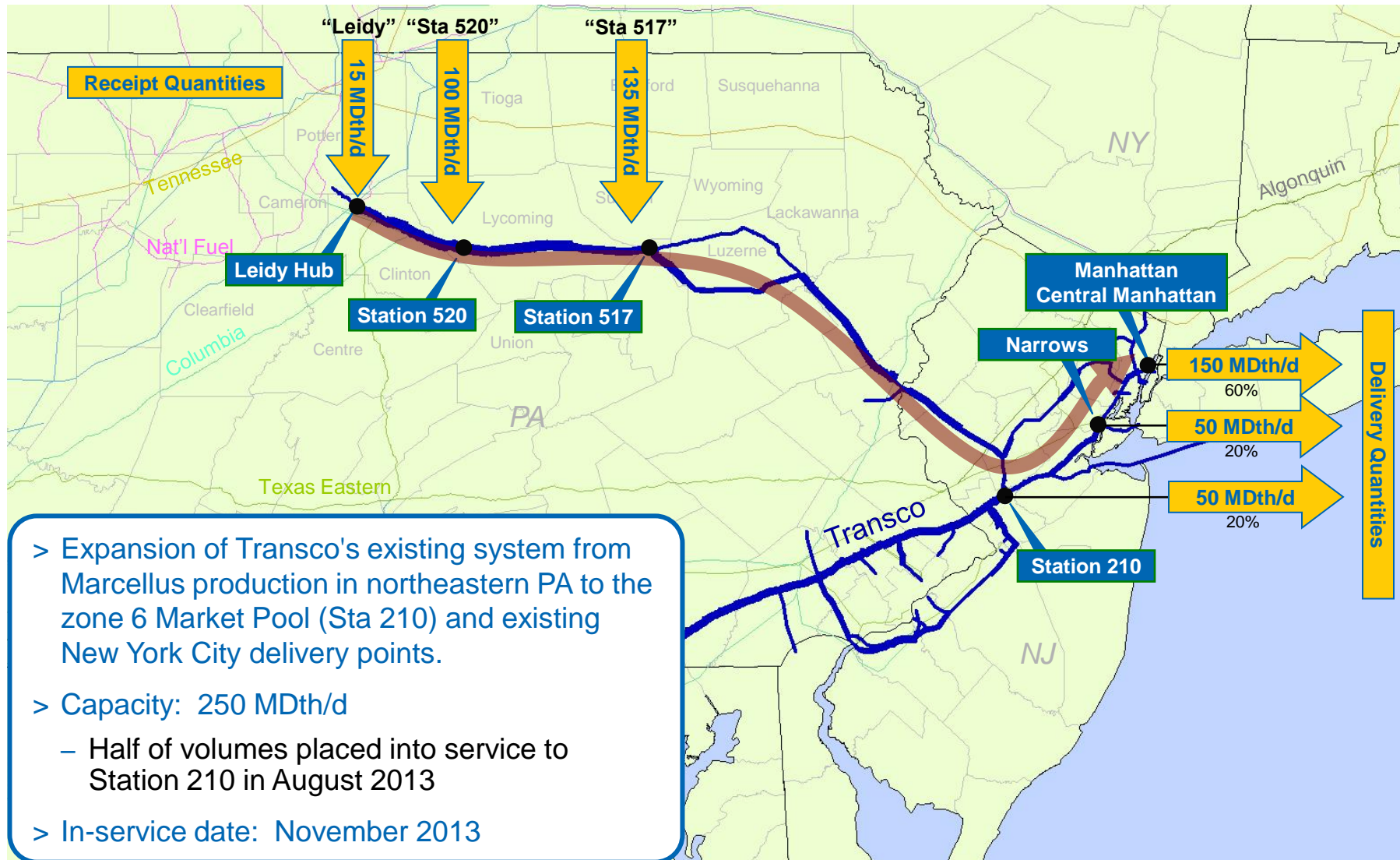


Growth Projects

Northern Market Area Projects

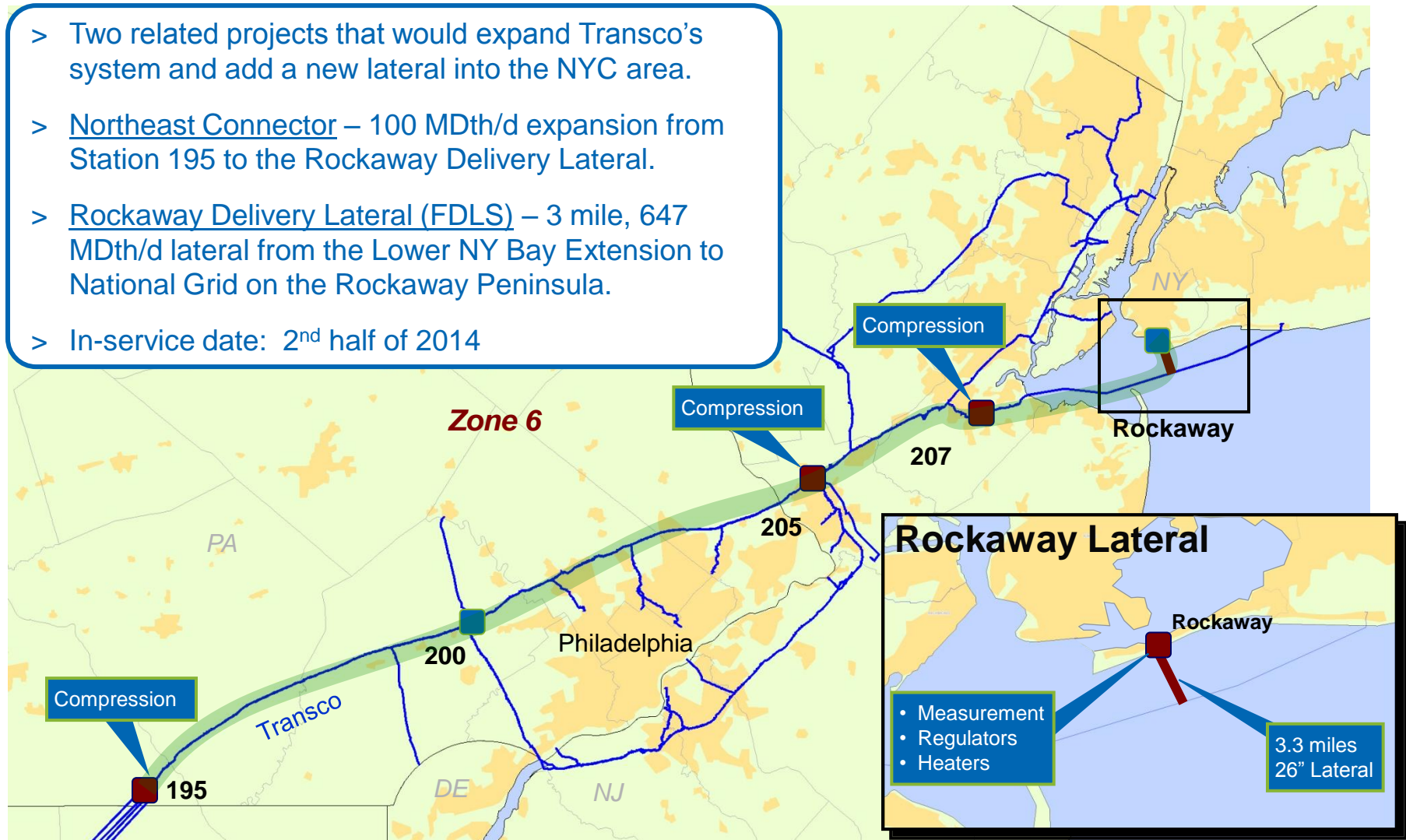


Northeast Supply Link



Northeast Connector & Rockaway Lateral

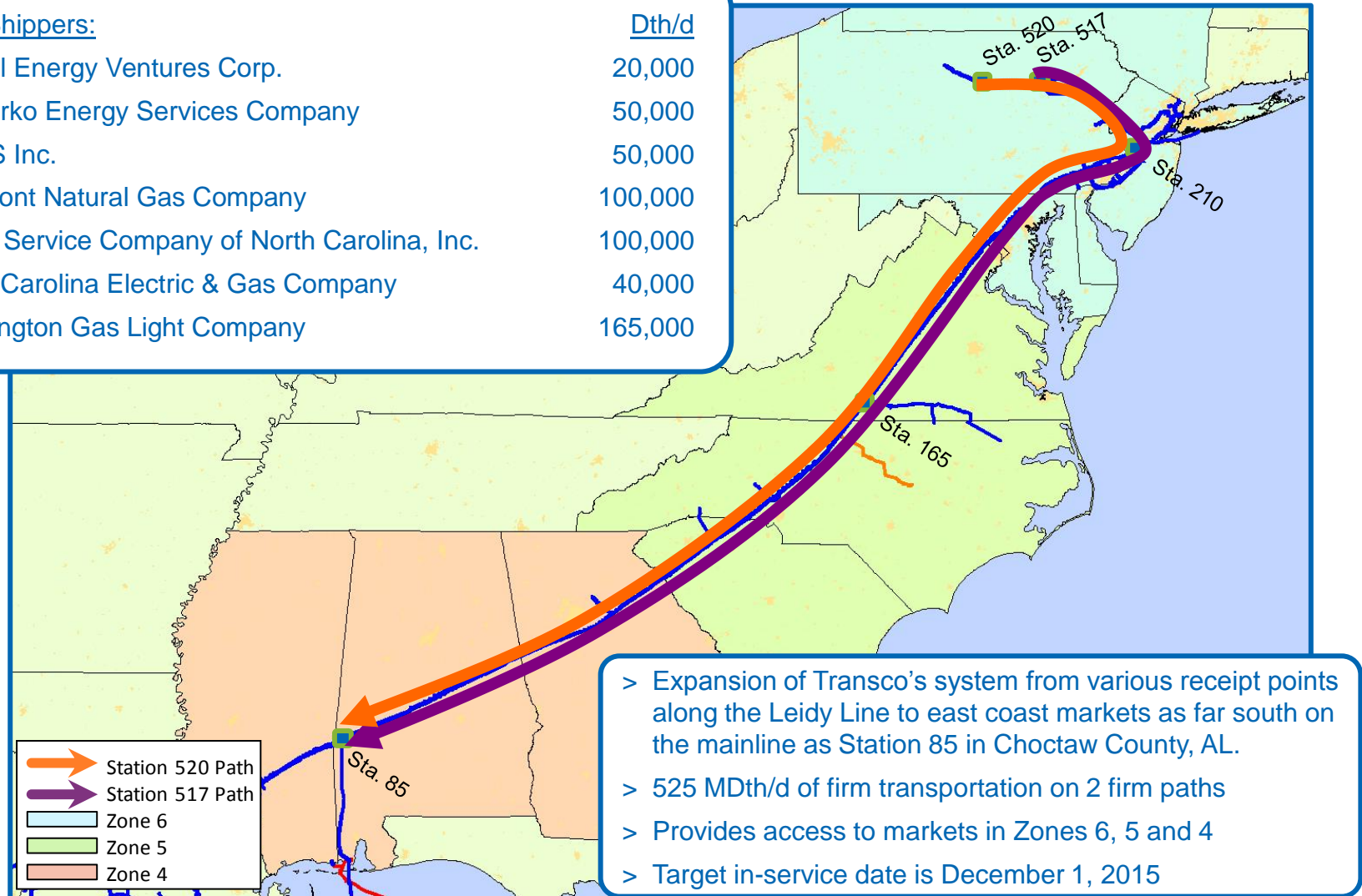
- > Two related projects that would expand Transco's system and add a new lateral into the NYC area.
- > Northeast Connector – 100 MDth/d expansion from Station 195 to the Rockaway Delivery Lateral.
- > Rockaway Delivery Lateral (FDLS) – 3 mile, 647 MDth/d lateral from the Lower NY Bay Extension to National Grid on the Rockaway Peninsula.
- > In-service date: 2nd half of 2014



Leidy Southeast

Project Shippers:

> Capitol Energy Ventures Corp.	Dth/d
> Anadarko Energy Services Company	20,000
> MMGS Inc.	50,000
> Piedmont Natural Gas Company	50,000
> Public Service Company of North Carolina, Inc.	100,000
> South Carolina Electric & Gas Company	100,000
> Washington Gas Light Company	40,000
	165,000



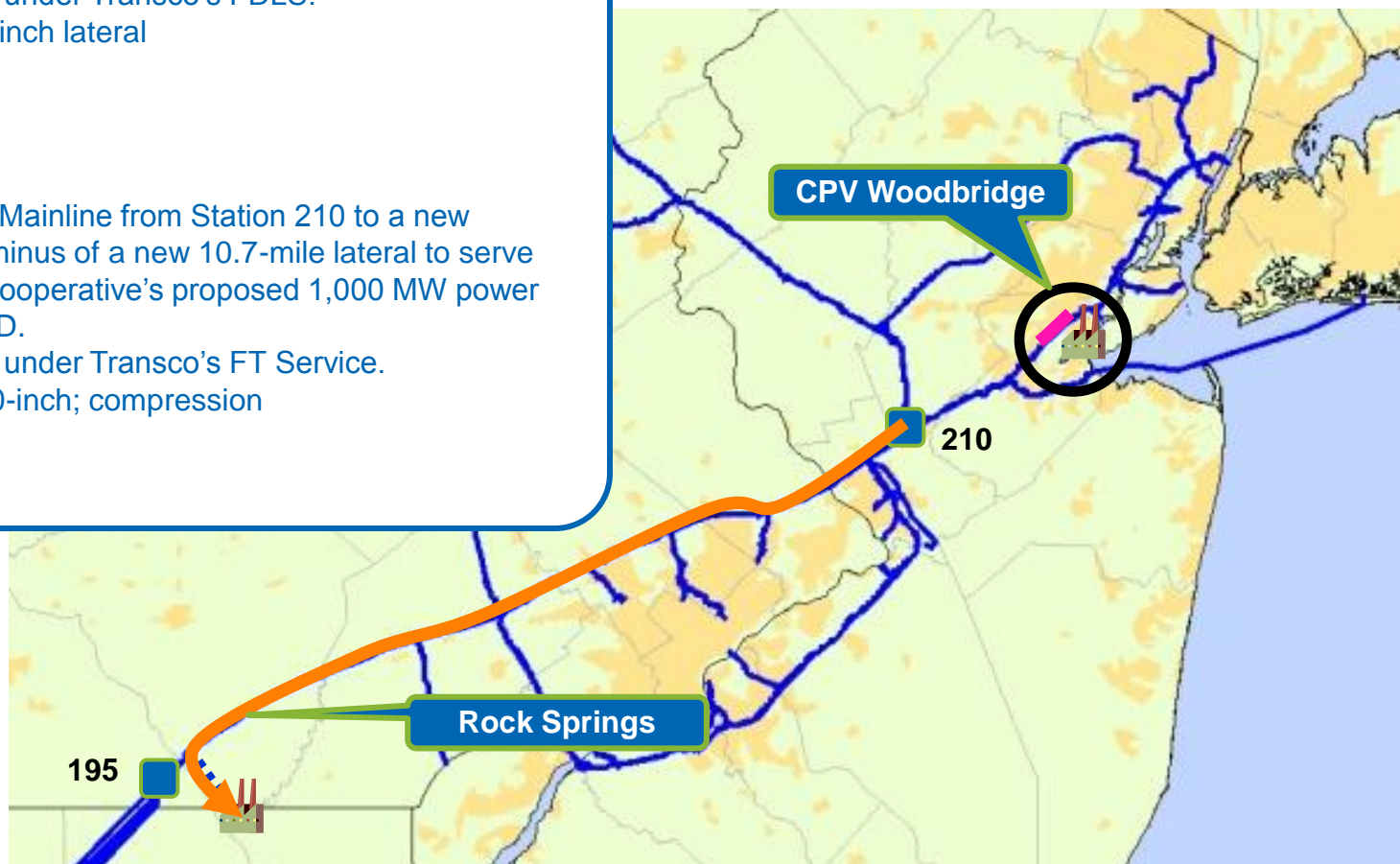
CPV Woodbridge and Rock Springs

CPV Woodbridge

- > New lateral from Transco to serve Competitive Power Ventures' proposed 725 MW Woodbridge Energy Center in Woodbridge, NJ.
- > Service will be provided under Transco's FDLS.
- > Facilities: 2.3 mi. of 20-inch lateral
- > Capacity: 264 MDthd
- > ISD: April 1, 2015

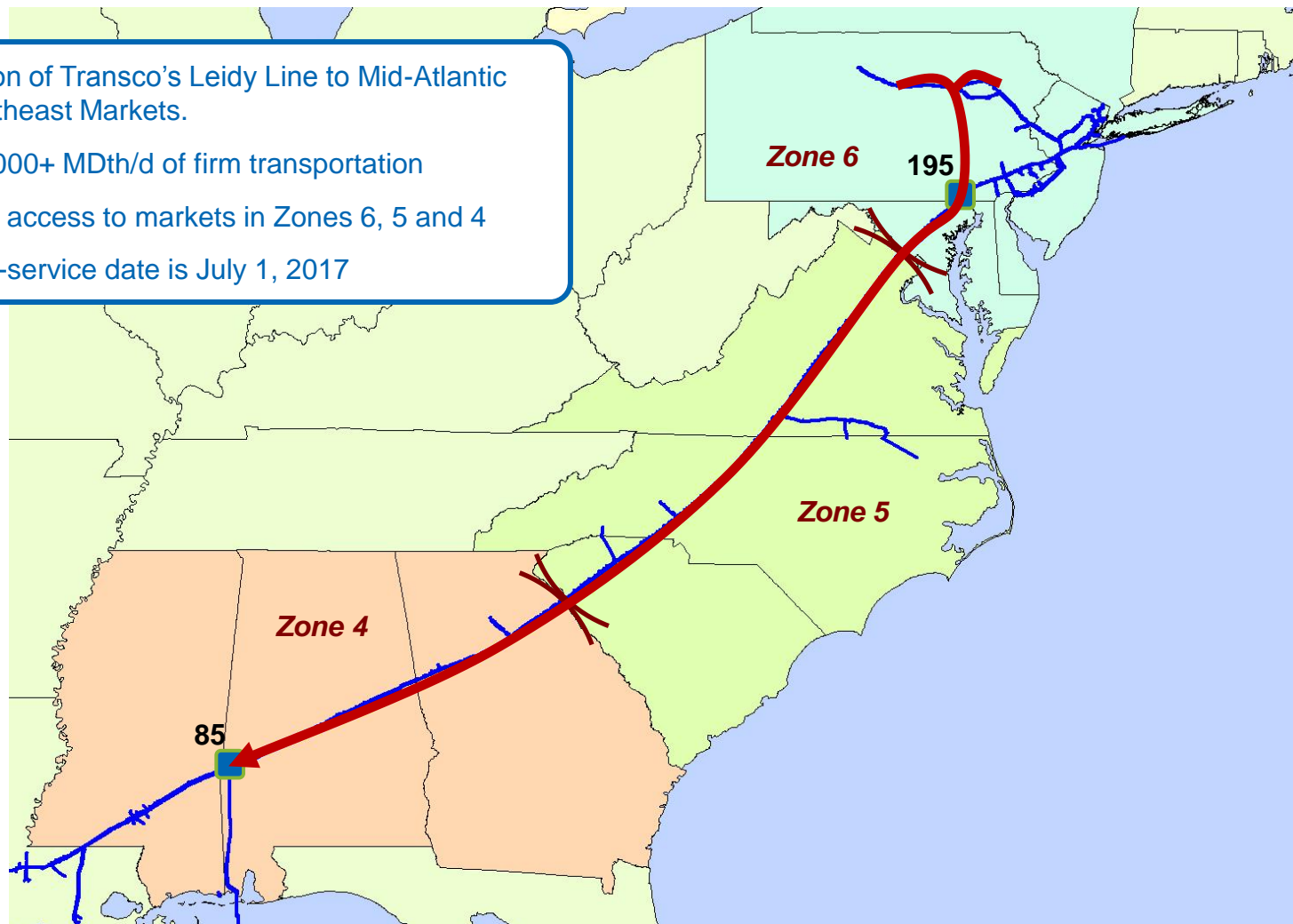
Rock Springs

- > Expansion of Transco's Mainline from Station 210 to a new delivery point at the terminus of a new 10.7-mile lateral to serve Old Dominion Electric Cooperative's proposed 1,000 MW power plant in Cecil County, MD.
- > Service will be provided under Transco's FT Service.
- > Facilities: 10.7 mi. of 20-inch; compression
- > Capacity: 192 MDthd
- > ISD: August 1, 2016



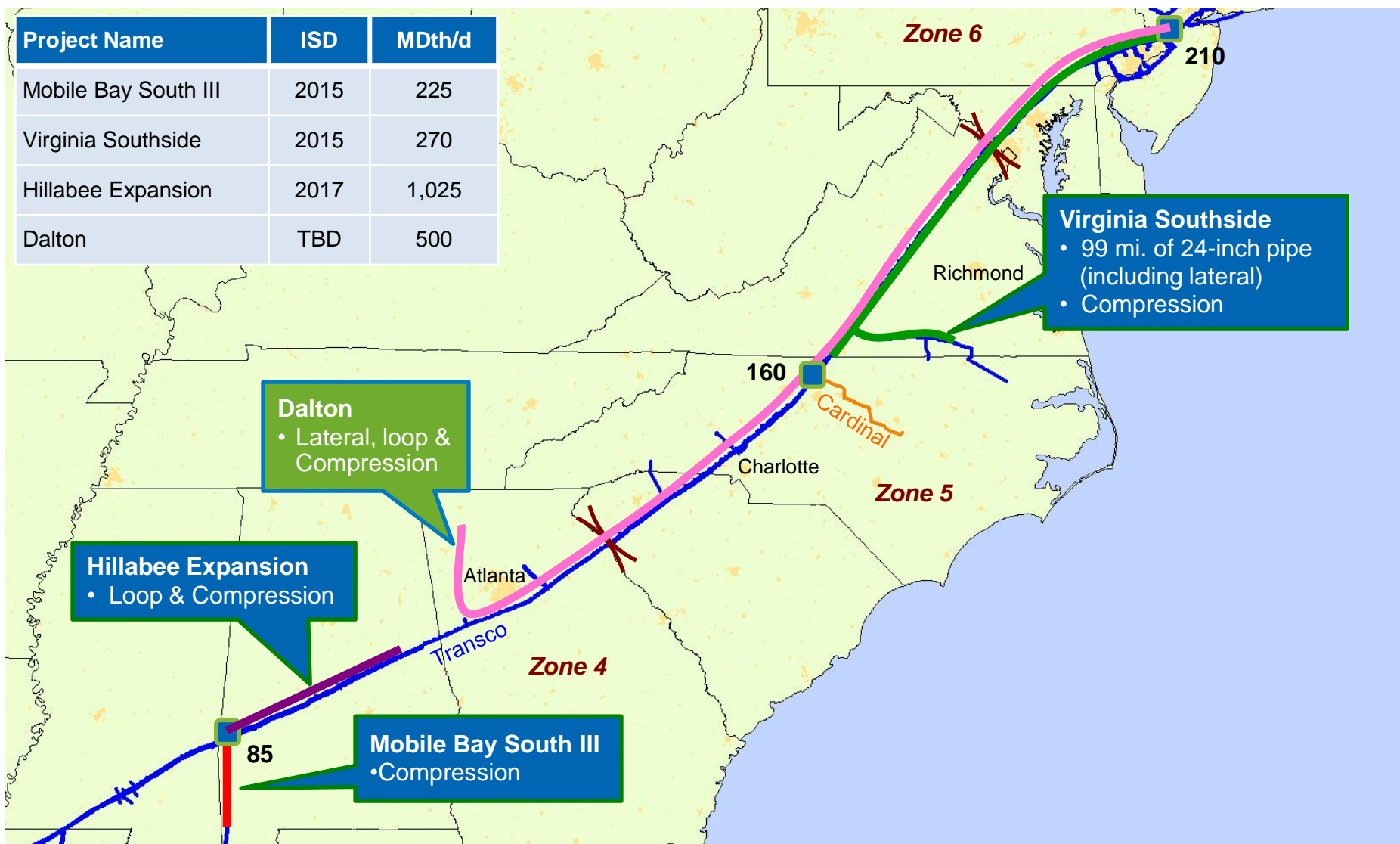
Atlantic Sunrise

- > Expansion of Transco's Leidy Line to Mid-Atlantic and Southeast Markets.
- > 450 – 1,000+ MDth/d of firm transportation
- > Provides access to markets in Zones 6, 5 and 4
- > Target in-service date is July 1, 2017



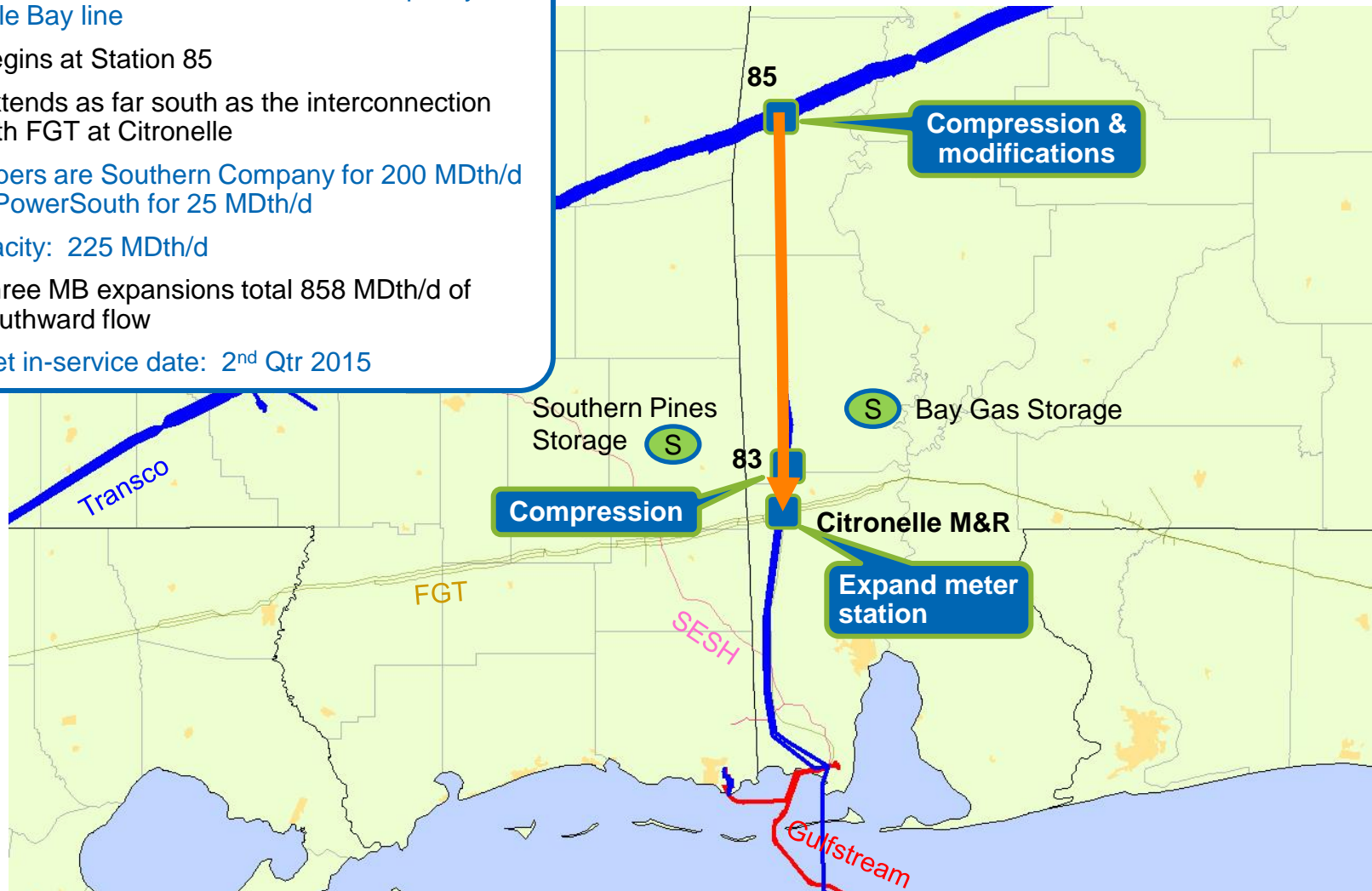
Southern Market Area Projects

Project Name	ISD	MDth/d
Mobile Bay South III	2015	225
Virginia Southside	2015	270
Hillabee Expansion	2017	1,025
Dalton	TBD	500



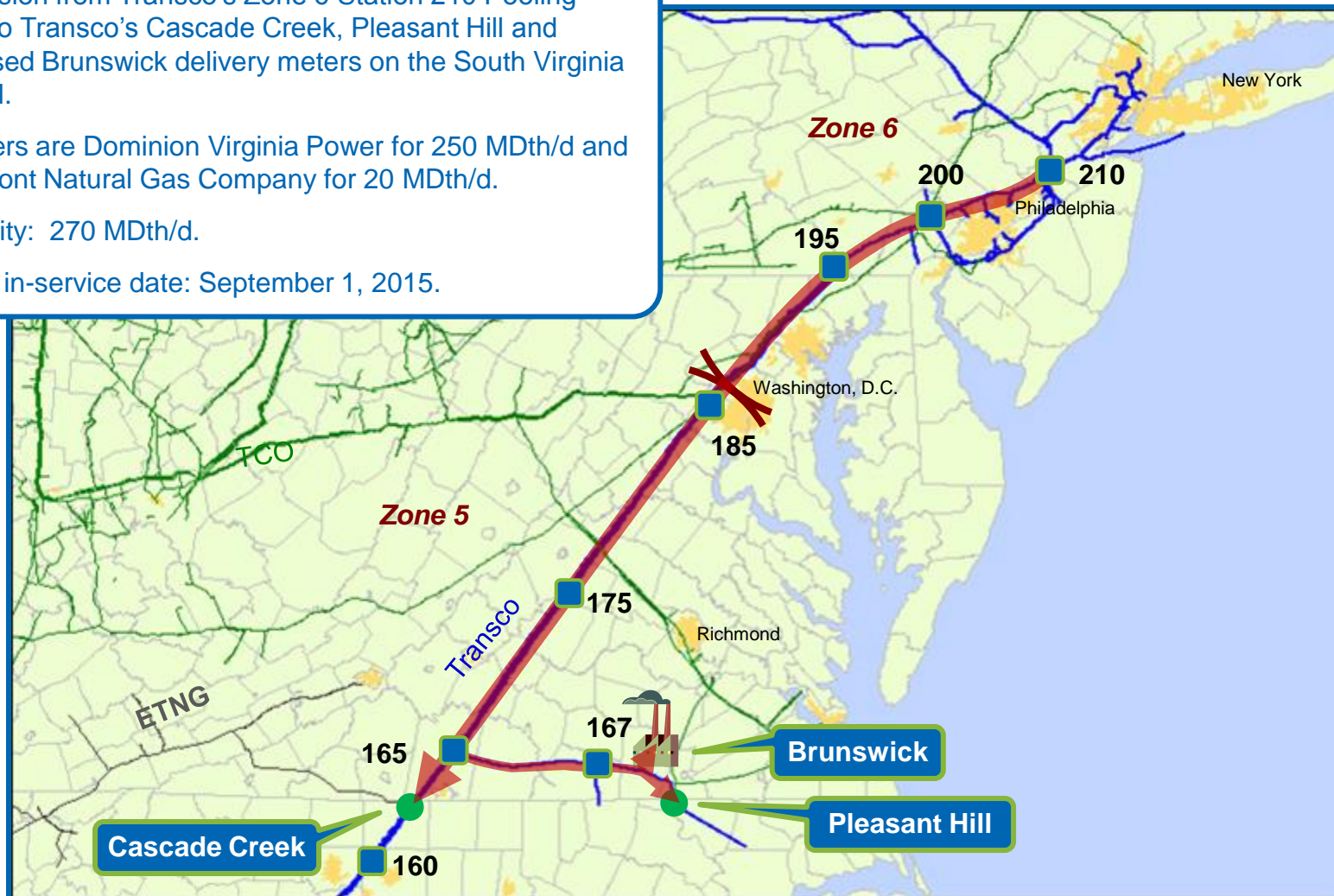
Mobile Bay South III

- > Provides additional firm southbound capacity on Mobile Bay line
 - Begins at Station 85
 - Extends as far south as the interconnection with FGT at Citronelle
- > Shippers are Southern Company for 200 MDth/d and PowerSouth for 25 MDth/d
- > Capacity: 225 MDth/d
 - Three MB expansions total 858 MDth/d of southward flow
- > Target in-service date: 2nd Qtr 2015



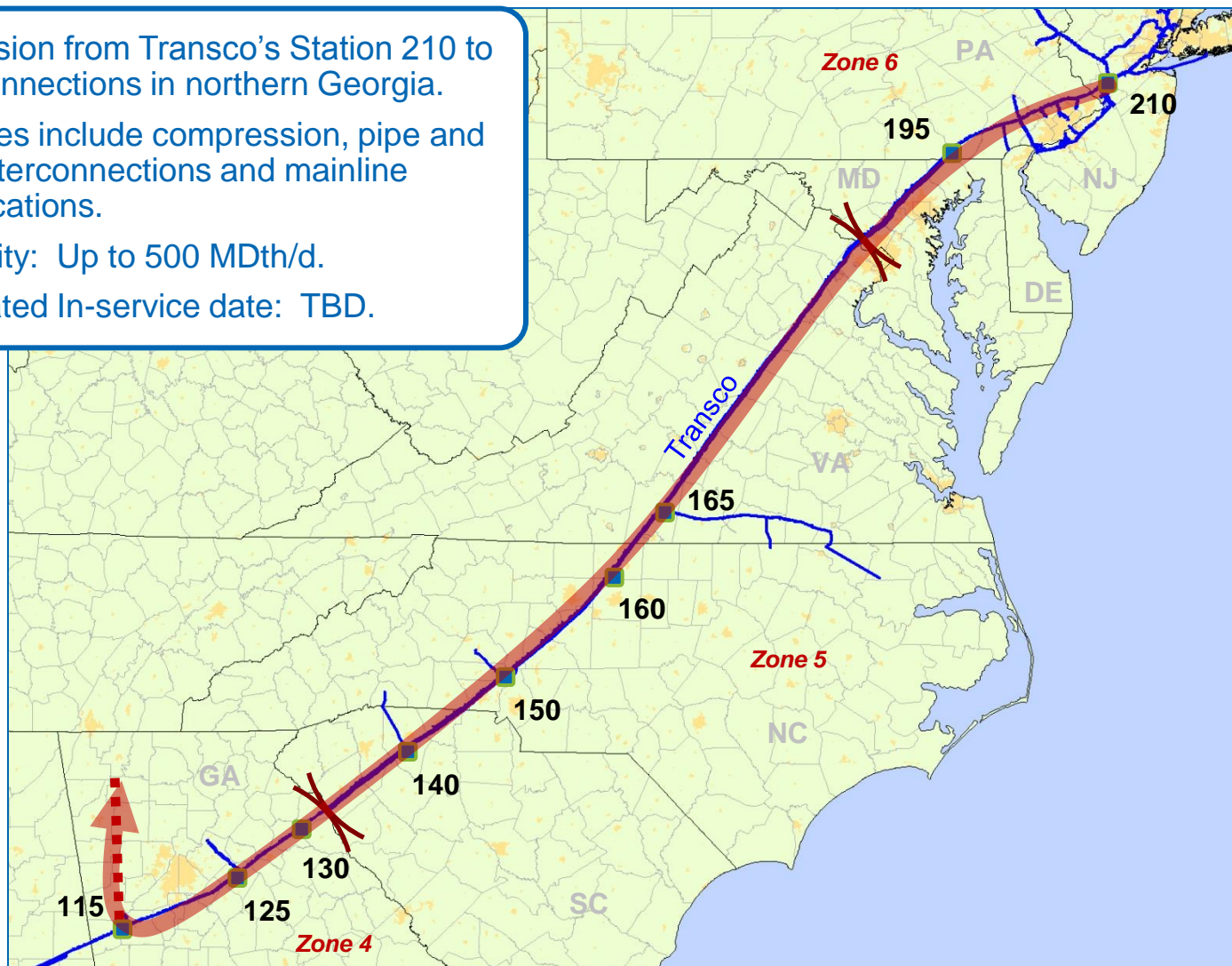
Virginia Southside Expansion

- > Expansion from Transco's Zone 6 Station 210 Pooling Point to Transco's Cascade Creek, Pleasant Hill and proposed Brunswick delivery meters on the South Virginia Lateral.
- > Shippers are Dominion Virginia Power for 250 MDth/d and Piedmont Natural Gas Company for 20 MDth/d.
- > Capacity: 270 MDth/d.
- > Target in-service date: September 1, 2015.



Dalton Expansion

- > Expansion from Transco's Station 210 to interconnections in northern Georgia.
- > Facilities include compression, pipe and new interconnections and mainline modifications.
- > Capacity: Up to 500 MDth/d.
- > Estimated In-service date: TBD.



Hillabee Expansion

- > Point-to-point lease with Spectra's proposed Sabal Trail from Station 85 to a new interconnect in Hillabee, AL.
- > Sabal Trail will use lease capacity plus will build a greenfield pipeline to central Florida to serve Florida markets.
- > Facilities: Loop and compression
- > Capacity: Phased project of 1,025 MDthd
- > Target in-service date: May 2017 (Phase 1)

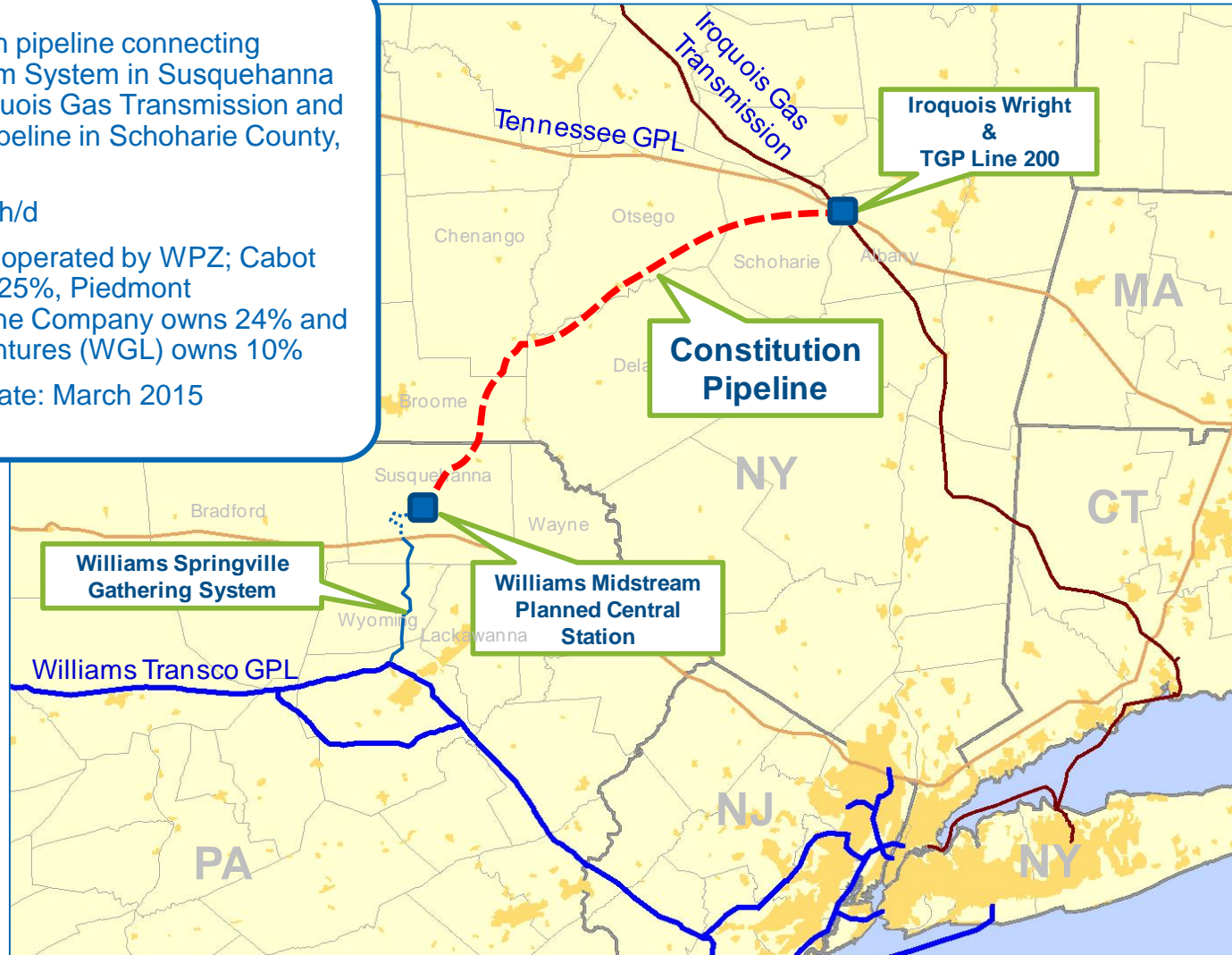


Gulf Coast Transport Opportunities



Constitution Pipeline

- > A 125-mile, 30-inch pipeline connecting Williams' Midstream System in Susquehanna County, PA to Iroquois Gas Transmission and Tennessee Gas Pipeline in Schoharie County, NY
- > Capacity: 650 MDth/d
- > Owned (41%) and operated by WPZ; Cabot Oil and Gas owns 25%, Piedmont Constitution Pipeline Company owns 24% and Capitol Energy Ventures (WGL) owns 10%
- > Target in-service date: March 2015



Over \$2 Billion In Transco Expansions (2001-2013)

- > Strong track record of successfully building system expansions to meet the customers' needs...when they need it.

#	Project	In-Service	MDth/d	Capex (\$MM)
1	MarketLink Phase 1	2001	166	\$123
2	MarketLink Phase 2	2002	130	\$120
3	Leidy East	2002	130	\$98
4	Trenton Woodbury	2003	51	\$20
5	Central New Jersey	2005	105	\$16
6	Leidy to Long Island	2007	100	\$172
7	Sentinel Phase 1	2008	40	\$42
8	Sentinel Phase 2	2009	102	\$187
21	Northeast Supply Link	2013	250	\$385
Total Northern Market			1,074	\$1,163
9	Sundance	2002	236	\$135
10	Momentum Phase 1	2003	269	\$164
11	Momentum Phase 2	2004	54	\$25
12	Potomac	2007	165	\$76
13	Eminence Enhancement	2009	46	\$13
14	Mobile Bay South	2010	253	\$37
15	Mobile Bay South 2	2011	380	\$33
16	85 North	2010/2011	309	\$222
17	Pascagoula	2011	467	\$30
18	Mid-South Phase 1	2012	95	\$138
19	Mid-Atlantic Connector	2013	142	\$60
20	Mid-South Phase 2	2013	130	\$64
Total Southern Market			2,546	\$997
Total Transco			3,620	\$2,160



Post-Expansion Mainline Capacity

Project	In-Service	Mdt/d
Northeast Connector	2014	100
Northeast Supply Link	2013	125
Leidy Southeast	2015	525
Total Northern Market		750
Virginia Southside	2015	250
Total Southern Market		250
Total Expansion Capacity		1,000
Current Transco Capacity		9,997
Total Transco Post-Expansions		10,997



A close-up, low-angle shot of a gas burner with a large, dark, circular object (possibly a pan or lid) placed over it. The burner is lit, and the blue flames are visible around the edges of the dark object. The background is dark, and the overall lighting is dim, with the primary light source being the gas flames.

Thank You for Coming!